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**The Water-Borne Commerce  
of New Orleans**

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## AUTHORS' NOTE

The following study of the water-borne commerce of the port of New Orleans was undertaken with the idea of presenting in compact form some of the available material and attempting to analyze some of the trends and tendencies. The study is partly statistical, dealing with the present and past water-borne commerce of the port, and partly explanatory and descriptive of the shipping facilities and services available.

The statistics used in this work were obtained from or furnished by the U. S. Army Engineers, the Bureau of Foreign and Domestic Commerce, U. S. Department of Commerce, the Board of Commissioners of the port of New Orleans, and the Federal Barge Lines of the Inland Waterways Corporation. Assistance of these agencies should be acknowledged. In all cases where data were obtainable, the statistics assembled by the U. S. Army Engineers were employed, not only in order to have comparable data throughout the study, but because the engineers furnish tonnage as well as value figures.

Specific acknowledgment of the appreciation for assistance in securing data is made to Mr. Rene A. Stiegler, Executive General Agent, and Mr. D. B. Shepherd, Auditor, both of the Board of Commissioners of the port of New Orleans; 1st Lt. R. E. Smyser, Jr., and Mr. A. H. Klein of the U. S. Engineer Office, New Orleans; Lt. Col. R. A. Wheeler of the Board of Engineers for Rivers and Harbors, Washington, D. C.; Mr. C. P. Persons, District Manager of the New Orleans office of the Bureau of Foreign and Domestic Commerce.

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## CHAPTER I

## COMMERCIAL HISTORY OF NEW ORLEANS

New Orleans has ranked as one of the world's leading seaports since the early days of American history. With the opening of the Middle West the city grew rapidly as the terminus of the Mississippi River transportation and by 1849 it was rated as the fourth port of the world, being exceeded only by London, Liverpool, and New York.<sup>1</sup> Subsequently New Orleans has either suffered or prospered with every event affecting its position in the commercial structure of our country.

The principal river system within the United States flows in a southerly direction, and this fact accounts for the early importance of the Crescent City. The Mississippi River with its tributaries provided the means for reaching an extensive territory, and these rivers became the main transportation route west of the Alleghenies for both freight and passengers. The Mississippi is still important today, as New Orleans handles a greater river traffic in both tonnage and value than she did 100 years ago,<sup>2</sup> when the river afforded the principal means of inland transportation.

When the first railroads were built in America they followed the natural movement of population and were therefore

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<sup>1</sup> Port Series No. 5, *The Port of New Orleans, Louisiana*, Board of Engineers for Rivers and Harbors, U. S. War Department in co-operation with the U. S. Shipping Board.

The data used in this study were derived principally from the *Annual Reports of the Chief of Engineers, U. S. Army*. Another valuable source for the obtainment of similar data was the *Foreign Commerce and Navigation in the United States*, published by the U. S. Bureau of Foreign and Domestic Commerce. The data published by the U. S. Corps of Engineers were used in preference to data published by the U. S. Bureau of Foreign and Domestic Commerce because the former agency published both tonnage and value figures. It was not thought desirable to use the tonnage figures as presented by one source and the value figures used by another. Some discrepancies will therefore appear in the figures published by these two departments. Careful reference by the reader to the citations given will explain discrepancies in different tables used in this study.

<sup>2</sup> The internal water-borne commerce of New Orleans in 1936 amounted to 3,147,504 tons valued at \$264,149,983.

extended westward from the older section of our country. Railroad construction began in 1832 and soon adversely affected river transportation. By 1840 the railroad mileage in the United States totaled approximately 3,000 miles, most of which was in the East. There were 9,000 miles of railroads in the United States in 1850 and 30,000 miles in 1860.<sup>3</sup>

The influence of the development of railroads in diverting traffic to Eastern ports was marked. A comparison of the value of exports from New Orleans with those from New York in five-year periods from 1825 to 1855 inclusive indicates, in the following table,<sup>4</sup> the tendency of New York to gain a relatively greater proportion of the value of exports after 1840.

TABLE 1

Year	Exports from New Orleans	Percentage	Exports from New York
		New Orleans of New York Exports	
1825 _____	\$12,582,000	35.7	\$ 35,259,000
1830 _____	15,484,000	78.6	19,697,000
1835 _____	26,297,000	86.7	30,343,000
1840 _____	34,136,000	99.6	34,267,000
1845 _____	27,150,000	75.1	36,175,000
1850 _____	38,105,000	72.7	52,413,000
1855 _____	55,406,000	48.7	113,731,000

It will be noticed in the preceding table that the exports of New Orleans were almost exactly equal to those of New York during the year 1840.<sup>5</sup> At that time New York had not yet extended its hinterland into the Midwest as is the case today; therefore, most of the exports from New York in that early period originated east of the Alleghenies.

During the War between the States New Orleans and the

<sup>3</sup> Fred Albert Shannon, *Economic History of the People of the United States*. (New York: The Macmillan Company, 1936), pp. 194-195.

<sup>4</sup> *U. S. Treasury Report* for the years listed.

<sup>5</sup> Comparing that year with 1936, the exports of the port of New York were valued at \$1,157,885,357, while New Orleans exported \$160,069,761, or only 13.8 per cent of the total handled by America's first port. Correspondence with Board of Engineers, U. S. War Department, Washington, D. C., October 18, 1937.

lower river cities were in the hands of Union forces, and river traffic naturally came to a standstill. After the close of the Civil War in 1865, steamboat traffic was gradually resumed and by 1875 New Orleans had begun to regain some of its former commercial importance. But railroads were then becoming the most important means of inland transportation. Of course, the decline of steamboat traffic was gradual and it was not until just before the World War that river traffic reached its lowest ebb; even then a sizable tonnage was carried on the lower Mississippi as far north as St. Louis.

During the latter part of the nineteenth century full cargoes of cotton were carried by steamer directly from New Orleans to European ports. The United States enjoyed a larger share of the world's cotton trade in the period before the World War than she does today, because foreign nations are now trying to develop their own cotton-growing areas in order to free themselves from what they consider an American monopoly. Also a larger proportion of the cotton trade moved through the port of New Orleans because the cotton areas of Texas were not as fully exploited as they are today and the Delta land in Mississippi was then at its best. Tobacco was another Southern product shipped from New Orleans in large quantities. Lumber was also exported to Europe, but it went by sailing vessels in those days because of the high rates charged by early steamship lines.

As late as 1900 the wharves of New Orleans were crude wooden affairs with no fire protection, and many disastrous fires occurred on the river front. Cargo was exposed to the weather while awaiting shipment. In fact, there were only three wooden sheds on the entire water front at that time. The steamships handled cargo with their own booms and winches, while the sailing vessels unloaded with horse-drawn block and tackle.<sup>6</sup>

Even these poor facilities were privately operated and charges seemed high; therefore, enterprising members of the New Orleans Board of Trade started a movement for a pub-

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<sup>6</sup> *The Times-Picayune*, Centennial Edition, Section K, January 24, 1937, p. 2.



licly owned and operated wharf system.<sup>7</sup> After a few legislative and legal battles the Board of Commissioners of the port of New Orleans was created by the State Legislature.

The present basis for port rates was established with major assessments against the vessel and minor assessments against the cargo, and the Dock Board went to work transforming the old landings into the present modern wharf system. By 1910, outstanding improvements had been made providing New Orleans with 25,820 feet of dock frontage on which the Board constructed 23,500 feet of new wharves, and 14 model steel sheds had also been built since the beginning of this century. In 1910 over 82 per cent of the port's commerce was being handled over the public docks, while the remaining 18 per cent was handled upon the docks owned by the railroads. The New Orleans Dock Board continued to increase the shipping facilities of the port until it now owns and operates a total frontage of 40,699 lineal feet with an area of 7,201,619 square feet for the handling of cargo.<sup>8</sup>

The water-borne commerce of New Orleans was stimulated by these new harbor facilities which have helped to increase traffic as follows from 1892 to 1919 inclusive (these figures do not include cargoes in transit):

The World War demonstrated the importance of the Mississippi River as a transportation outlet, particularly during that period of emergency when wartime traffic was too large to be handled by the railroads. The Federal Government purchased a heterogeneous collection of river craft to take care of this unusual freight movement. After the war the Inland Waterways Corporation was organized to operate the Federal Barge Lines. This brings the history of the port of New Orleans into the postwar period, in which the commerce of the Crescent City assumed its present-day aspect.

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<sup>7</sup> *Ibid.*

<sup>8</sup> *Forty-First Report of the Board of Commissioners of the Port of New Orleans*, June 30, 1937, p. 14.

TABLE 2

Total Water-borne Commerce: Tonnage and Value<sup>a</sup>

	Short Tons	Value in Dollars
1919	8,895,681	\$875,237,656
1918	9,087,084	665,579,937
1917	8,014,543	548,843,762
1916	7,300,432	416,610,425
1915	6,536,132	368,625,630
1914	6,273,012	311,557,861
1913	6,442,932	315,082,532
1912	5,059,830	299,450,727
1911	4,487,726	263,361,681
1910	3,964,109	261,136,637
1909	3,368,722	246,365,185
1908	3,088,472	233,749,037
1907	3,527,097	259,032,495
1906	4,036,594	267,075,670
1905	3,478,976	227,706,950
1904	2,853,936	220,712,403
1903	3,062,506	220,939,296
1902	3,385,686	217,887,867
1901	4,213,869	255,525,738
1900	2,773,645	162,374,314
1899	3,176,740	122,676,212
1898	4,236,663	119,662,010
1897	3,774,688	116,304,668
1896	2,140,396	95,962,965
1895	3,142,202	82,324,199
1894	2,074,118	102,514,210
1893	2,962,798	109,708,073
1892	3,542,599	152,721,614

<sup>a</sup> *Annual Report of the Chief of Engineers, U. S. Army, Part 2, 1926.* In earlier reports of the Chief of Engineers, U. S. Army, the traffic listed above was placed under the general heading "Passes of the Mississippi." A note in these earlier reports reads as follows: "All foreign and coastwise commerce for the port of New Orleans, La. and Baton Rouge, La. passes through entrances of passes and is totaled above." In later reports of the Chief of Engineers, all this traffic is credited to the port of New Orleans.

## CHAPTER II

## THE FOREIGN TRADE POSITION OF NEW ORLEANS

In all of the years following the World War, the annual aggregate tonnage of water-borne commerce of the port of New Orleans has exceeded the wartime peak. In the period 1920 to 1936 the lowest tonnage was registered in the year 1922, while the peak of tonnage figures in the history of water-borne commerce in New Orleans is shown in the 1928 aggregate. The 1936 tonnage of 14,331,737 short tons, the highest since 1929, was 88.2 per cent of the all-time high of the port of New Orleans. The following table<sup>1</sup> shows the trend over the postwar period:

TABLE 3

	Short Tons	Value in Dollars
1936 _____	14,331,737	\$854,570,475
1935 _____	12,918,623	722,405,253
1934 _____	11,900,733	566,061,822
1933 _____	12,713,675	518,642,360
1932 _____	10,491,084	468,898,262
1931 _____	12,163,915	513,721,667
1930 _____	12,723,453	704,426,163
1929 _____	15,995,374	908,536,416
1928 _____	16,248,172	924,732,509
1927 _____	15,270,038	911,950,972
1926 _____	14,374,938	945,458,088
1925 _____	14,307,734	959,904,636
1924 _____	13,609,603	842,243,445
1923 _____	12,345,004	654,437,854
1922 _____	10,109,513	623,183,889
1921 _____	11,622,826	660,404,318
1920 _____	10,513,863	1,066,634,876
1919 _____	8,895,681	875,237,656

The value of the water-borne commerce of New Orleans exceeded a billion dollars only in 1920. From this high figure, the value of New Orleans commerce declined 38.1 per cent the following year; however, there was an increase in tonnage

<sup>1</sup> *Annual Report of the Chief of Engineers, U. S. Army, Part 2, 1926 and 1936.*

of 10.5 per cent for the same period. This was due to the sharp decline in prices manifested in the depression of 1921<sup>2</sup>

The second highest value figure was recorded in 1925, while 1928 was a maximum year from the viewpoint of tonnage.<sup>3</sup> Likewise the year 1932 was the low point in both tonnage and value—a not unexpected trend since that year was the low point of the recent depression.

The increase of the foreign commerce of New Orleans after 1932 reflected the improving economic conditions. The combined total of imports and exports increased from 3,696,885 tons, valued at \$184,240,766 in 1932, to 4,626,880 tons, valued at \$268,602,963 in 1936. This improvement since 1932 was noted in the value figures for both imports and exports, but the trend of the movement in tonnage was not so generally upward.<sup>4</sup> Comparing these figures with previous years, the foreign trade of the port of New Orleans has been as follows since 1921:

**TABLE 4**  
**The Combined Total of Imports and Exports<sup>5</sup>**  
**(Index Number: 1923-25 = 100)**

	Tons	Index Number	Value	Index Number
1936 —————	4,626,880	52.8	\$268,602,963	47.9
1935 —————	4,398,111	50.2	266,813,079	47.6
1934 —————	3,679,382	42.0	226,287,291	40.4
1933 —————	3,891,222	44.4	210,338,805	37.5
1932 —————	3,696,885	42.2	184,240,766	32.9
1931 —————	4,536,791	51.8	226,763,294	40.5
1930 —————	6,841,206	78.0	279,222,802	67.7
1929 —————	9,434,284	107.6	546,934,957	97.6

<sup>2</sup> This fact illustrates the well-known statistical principle that in time series, figures showing volume are more significant in studying commodity movements because they are not directly affected by price changes.

<sup>3</sup> In terms of index numbers (1923-25=100), industrial production in 1925 was 104 and in 1928, 111, with the highest point in 1929 of 119. The index number of farm prices in 1928 was 101 and of farm crop production in the same year, 107—both higher than the years immediately preceding and following that year.

<sup>4</sup> *Annual Report of the Chief of Engineers, U. S. Army, Part 2, 1935 and 1936.*

<sup>5</sup> *Ibid.*, for the years listed.

TABLE 4—*Continued*

1928	10,033,227	114.5	555,633,602	99.1
1927	9,588,079	109.4	552,455,900	98.6
1926	10,091,594	115.1	606,633,107	108.2
1925	9,577,304	109.4	657,135,521	117.2
1924	8,880,427	101.3	583,903,678	104.2
1923	7,839,110	89.4	440,396,246	78.6
1922	7,831,743	89.4	436,681,155	77.9
1921	7,631,046	87.1	468,109,515	83.5

Imports into New Orleans were markedly upward during the period 1923-26, reaching a peak in 1926, three years before the peak of business activity in 1929. This peak can be noted in both tonnage and value figures. The low point in tonnage was in 1933, while in terms of value, 1932 was the low point.

TABLE 5

Imports into the Port of New Orleans<sup>a</sup>  
(Index Number: 1923-25=100)

	Tons	Index Number	Value	Index Number
1936	2,693,496	57.0	\$108,533,202	54.0
1935	2,613,490	55.3	110,798,951	55.1
1934	1,818,279	38.4	85,759,543	42.7
1933	1,760,563	37.2	84,258,017	41.9
1932	1,930,698	40.9	65,880,874	32.8
1931	2,299,882	47.2	96,141,865	47.8
1930	3,015,527	63.9	135,894,691	67.6
1929	4,454,838	94.3	205,323,643	102.2
1928	5,308,964	112.4	209,776,018	104.4
1927	5,185,745	109.8	209,196,143	104.1
1926	5,654,859	119.7	236,703,552	117.8
1925	5,154,502	109.1	226,774,670	112.8
1924	4,654,467	98.6	206,226,091	102.6
1923	4,358,902	92.3	169,892,965	84.5
1922	3,871,805	82.0	125,336,355	62.4
1921	2,915,870	61.7	105,283,079	52.4

On the other hand, exports through the port of New Orleans reached the tonnage peak in 1929, the year of the peak of industrial production in the United States. In terms of

<sup>a</sup> *Ibid.*

value exports were greatest in 1925. The low point during this period, 1922-1935, in both tonnage and value was 1932. Exports during the period since 1921 are shown in the following table:

TABLE 6

Exports from the Port of New Orleans<sup>7</sup>  
(Index Number: 1923-25=100)

	Tons	Index Number	Value	Index Number
1936 ———	1,933,384	47.8	\$160,069,761	44.5
1935 ———	1,784,621	44.1	156,014,128	43.4
1934 ———	1,861,103	46.0	140,527,748	39.0
1933 ———	2,130,659	52.7	126,080,788	35.1
1932 ———	1,766,187	43.7	118,359,892	32.9
1931 ———	2,236,909	55.2	131,621,429	36.6
1930 ———	3,825,679	94.6	243,328,111	67.7
1929 ———	4,979,446	123.2	341,611,314	95.0
1928 ———	4,724,263	116.9	345,857,584	96.1
1927 ———	4,402,334	108.9	343,259,757	95.5
1926 ———	4,436,735	109.7	369,929,555	102.9
1925 ———	4,422,802	109.4	430,360,851	119.7
1924 ———	4,225,960	104.5	377,677,587	105.1
1923 ———	3,480,208	86.1	270,503,281	75.2
1922 ———	3,959,938	97.9	311,344,800	86.6
1921 ———	4,715,176	116.6	362,826,436	100.9

A clear conception of the port of New Orleans in foreign commerce during the period 1922-1936<sup>8</sup> can be gained from the following table which presents index numbers of the value of exports and imports of the United States in one column with the corresponding figures for the port of New Orleans in the other.

<sup>7</sup> *Ibid.*

<sup>8</sup> *Survey of Current Business, 1936, Annual Supplement*, United States Department of Commerce, p. 65. *Survey of Current Business*, February 1937, p. 3.

**TABLE 7**  
**Comparative Index Numbers**

	Value of Imports United States*	New Orleans**	Value of Exports United States*	New Orleans**
1936 _____	63	54	54	45
1935 _____	53	55	50	43
1934 _____	43	43	47	39
1933 _____	37	42	37	35
1932 _____	34	33	35	33
1931 _____	54	48	53	37
1930 _____	79	68	84	68
1929 _____	113	102	115	95
1928 _____	106	104	113	96
1927 _____	108	104	107	95
1926 _____	114	118	106	103
1925 _____	109	113	108	120
1924 _____	93	103	101	105
1923 _____	98	85	91	75
1922 _____	80	62	84	87

\* Department of Commerce yearly index using monthly averages for 1923-1925 as a base.

\*\* Calculated from figures in previous tables using yearly figures for 1923-1925 as a base, unadjusted for seasonal variation.

In the preceding table the index of the value of imports through the port of New Orleans during 1936 was nine points lower than the index for the entire United States, after being two points higher by the same comparison in 1935. Through 1935 the increase from the low point in 1932 was more rapid than the relative increase for the entire nation. Using the value of exports from the period 1923-25 as the base, the index of the value of exports through the port of New Orleans for the year 1936 was 45, or nine points below the index for the entire country, which stood at 54. This low index number for both New Orleans and the entire nation is due primarily to the fact that agricultural prices had not returned to the higher levels of the base period. In addition, physical volume of agricultural production declined owing to the effects of the drought and governmental restrictive policies.

There was a sharp decline in the total value of New Orleans water-borne commerce from the billion-dollar peak of

1920 to \$623,183,969 in 1922, which was due, of course, to the precipitous decline in prices in the postwar depression. The commerce of the Crescent City increased in value from the low point in 1922 to a peak of \$959,904,636 in 1925. Then it declined in value very gradually through the year 1929, when the total commerce of the port of New Orleans was still in excess of \$900,000,000.<sup>9</sup>

Including both the high and the low of tonnage figures of the water-borne commerce of more recent years, the average annual tonnage for the decade 1921-30 seems a fair base from which to study the composition of water-borne commerce of modern New Orleans. During this decade the aggregate water-borne commerce of New Orleans averaged 14,010,575 short tons, increasing from a low point of 10,113,103 tons in 1922 to 16,248,172 tons in 1928, and then decreasing to 10,491,084 tons in 1932.<sup>10</sup>

Foreign commerce ranked first in the total traffic of the port with an average movement of 9,123,230 tons during the period, or 65.1 per cent of the total traffic. In 1936, foreign trade was only 32.3 per cent of the total traffic. Coastwise traffic averaged 2,483,846 tons and accounted for 17.7 per cent during the 10-year period 1921-30, while in 1936, coastwise traffic was 45.7 per cent of the total. Internal water-borne traffic averaged 2,403,499 tons during this period, or 17.2 per cent of the total, compared with 22.0 per cent in 1936.

A close balance was maintained between receipts and shipments during that 10-year period, the former aggregating 53.3 per cent of the total traffic, while the latter comprised 46.7 per cent.<sup>11</sup> The total water-borne receipts in 1936 comprised 52.6 per cent of the total.

A noticeable change is found in petroleum and its products, which had an annual movement of 5,868,004 tons for the period 1921-1930, during which time they comprised 40.6 per cent of the traffic of the port. At the present time, however, owing largely to effects of the tariff, most of the New Orleans

<sup>9</sup> *Annual Report of the Chief of Engineers, U. S. Army, Part 2, 1929.*

<sup>10</sup> *Ibid.*, for the years listed.

<sup>11</sup> *Port series No. 5, op. cit.*, p. 173.



commerce in petroleum and its products is a coastwise movement.

Another product in which there has been a great relative change in the export traffic is grain. Because of the drought and restrictive measures put into operation under the Agricultural Adjustment Act, the grain traffic has shrunk to relatively insignificant proportions.

Foreign imports for the 10-year period under discussion averaged 4,630,955 tons, and comprised 33 per cent<sup>12</sup> of the entire tonnage of the port, compared with 18.79 per cent during 1936. Imports were fairly steady, with the greatest tonnage in 1926, when a total of 5,654,859 tons was imported. The smallest tonnage was imported in 1933, while 2,693,496 tons were imported in 1936.<sup>13</sup>

Petroleum and its products ranked first among imports into New Orleans during the period before the depression, with the highest point in 1921, when 3,195,317 tons were imported. The tonnage of petroleum and its products in 1936 totaled 5,273,207 tons, or 36.8 per cent of the total water-borne commerce of the port.

In 1936, New Orleans led all other Gulf ports in the value of its foreign trade and in the tonnage of water-borne commerce, excluding commerce in petroleum and its products. The United States Bureau of Foreign and Domestic Commerce reported the following total tonnage for water-borne commerce, excluding commerce in petroleum and its products: New Orleans, 6,463,465; Galveston, 2,856,849; Houston, 1,930,244; Mobile, 1,678,491; Beaumont, 428,166; Lake Charles, 315,386; Gulfport, 223,381; Texas City, 204,539; Port Arthur, 184,391; Orange, 37,724.

In 1935, though New Orleans ranked eighth among the various ports of the United States in tonnage of the total of foreign exports and imports and coastwise receipts and shipments, the port ranked second in the United States if cargo other than coal, coke, and petroleum and its products is de-

<sup>12</sup> *Ibid.*

<sup>13</sup> *Annual Report of the Chief of Engineers, U. S. Army, Part 2, for the years listed.*

ducted from the afore-mentioned aggregated figures. The following table compares these rankings for the year 1935.

TABLE 8

Imports, Exports, and Coastwise, In and Out\*

	Rank	All Cargo	Rank	Cargo other than Coal, Coke, and Petroleum
New York .....	1	50,849,813	1	21,281,263
Houston .....	2	18,393,604	11	1,882,994
Los Angeles .....	3	17,829,388	5	4,417,343
Philadelphia .....	4	17,146,842	4	5,370,145
Boston .....	5	15,505,969	7	3,895,513
Port Arthur .....	6	14,506,656	12	50,775
Norfolk .....	7	12,229,220	9	2,674,357
New Orleans .....	8	10,513,390	2	5,700,638
Baltimore .....	9	10,257,114	3	5,679,373
Seattle .....	10	5,432,622	8	2,961,471
San Francisco .....	11	4,352,126	6	4,117,575
Galveston .....	12	2,420,360	10	2,245,874

\* Obtained from the *Reports of the Chief of Engineers, U. S. Army*, through courtesy of Mr. Rene A. Stiegler, Executive General Agent of the Board of Commissioners of the Port of New Orleans.

These aggregates given for the calendar year 1935 include foreign exports and imports and coastwise receipts and shipments, but exclude internal receipts and shipments. The total foreign and coastwise commerce passing through the port of New Orleans in 1936 totaled 11,184,233 short tons, which amounted to 78 per cent of the total water-borne traffic of 14,331,737 short tons through the port of New Orleans in 1936.

The principal classifications of commodities moving through the port of New Orleans in foreign and coastwise commerce during 1936 were as follows (based on the classifications used by the United States Army Engineers):

TABLE 9\*

	Inbound	Outbound	Total
Animals and animal products.....	48,188	42,507	90,695
Vegetable food products.....	1,967,785	426,756	2,394,541
Vegetable products, inedible.....	141,570	72,448	214,018
Textiles .....	198,262	455,065	653,327
Wood and paper.....	231,205	790,338	1,021,543
Nonmetallic minerals.....	2,570,275	2,985,518	5,555,793
Ores, metals, and manufactures	343,227	330,589	673,816
Machinery and vehicles.....	11,674	63,194	74,868
Chemicals .....	172,449	105,637	278,086
Unclassified .....	128,085	99,461	227,546
	5,812,720	5,371,513	11,184,233

\* *Commercial Statistics, Port of New Orleans, 1936*, U. S. Engineer Office, New Orleans, Louisiana.

The trend of the imports of individual commodities brings another side of the picture of the water-borne commerce of New Orleans. Following petroleum and its products, sugar ranks second among the commodities imported during the 10-year period from 1921 to 1930 with an annual average of 611,888 tons, or 13.2 per cent of the total commerce of the port of New Orleans. Molasses and syrup comprise 11.7 per cent of the imports for that period with an average movement of 542,713 tons.<sup>14</sup> Today the combined total of sugar and molasses and syrup ranks first among the imports of the Crescent City in terms of both tonnage and value.\*\*\* The import trade in these related products, molasses and syrup and sugar, during recent years is shown in the following table.

Bananas come next in importance among imports upon the basis of tonnage; however, coffee far exceeds them in value as an imported commodity. During the 10-year period from 1921 to 1930 an annual average of 542,713 tons of bananas was imported,

<sup>14</sup> *Port Series, No. 5, op. cit.*, p 174.

\*\*\* In 1936, import tonnage of sugar and molasses and syrup totaled 829,513 tons, valued at \$28,206,748. In terms of tons, bananas and plantains ranked next to sugar, molasses, and syrup with 425,796 tons. In terms of value, coffee was in second position with \$25,197,562.

TABLE 10

Imports of Syrup and Molasses and Sugar<sup>15</sup>  
(Index Number: 1923-25=100)

Syrup and Molasses		Index Number	Sugar	Index Number
1936	350,660	58.1	478,853	74.8
1935	184,387	30.6	564,325	93.0
1934	179,376	29.8	365,500	60.2
1933	186,392	31.0	374,619	61.7
1932	142,372	23.7	337,006	55.5
1931	97,182	16.1	449,259	74.0
1930	393,564	50.4	450,715	74.3
1929	719,692	119.5	756,864	124.7
1928	777,865	29.2	606,868	100.0
1927	584,984	97.2	718,110	118.3
1926	723,510	120.2	806,627	132.9
1925	817,772	135.8	695,595	114.6
1924	472,381	78.5	637,886	105.1
1923	515,961	85.7	487,385	80.3
1922	325,780	54.1	660,194	108.8
1921	185,632	30.8	298,644	49.2

which accounted for 11.2 per cent<sup>16</sup> of the entire traffic for that period. Bananas imported in 1936 amounted to only 425,796 tons, which is 78.5 per cent of the average for the 10-year period under discussion. Coffee imports in 1936 totaled 210,694 tons, which exceeds the 1921-30 average of 196,095 tons by 7.4 per cent. The tonnage of these two important commodities imported into New Orleans in recent years is shown in the following table:

<sup>15</sup> *Annual Report of the Chief of Engineers, U. S. Army*, Part 2 for years listed.

<sup>16</sup> *Port Series No. 5, op. cit.*, p. 174.

TABLE 11

Imports of Bananas and Coffee<sup>17</sup>  
(Index Number: 1923-25=100)

	Bananas	Index Number	Coffee	Index Number
1936 _____	425,796	85.4	210,694	107.9
1935 _____	395,455	79.3	234,165	119.9
1934 _____	318,412	63.9	211,465	108.3
1933 _____	284,881	57.1	242,337	124.1
1932 _____	317,155	63.6	170,158	87.1
1931 _____	408,598	81.0	214,775	110.0
1930 _____	466,375	93.5	203,492	104.2
1929 _____	577,290	115.8	198,490	101.7
1928 _____	562,712	112.9	199,012	101.9
1927 _____	556,063	111.5	200,607	102.7
1926 _____	585,007	117.3	223,854	114.6
1925 _____	548,895	110.1	172,810	88.5
1924 _____	478,323	95.9	206,965	106.0
1923 _____	468,740	93.0	206,021	105.5
1922 _____	524,399	105.2	182,919	93.7
1921 _____	495,297	99.3	166,778	85.4

Other items of prime importance in the import traffic of New Orleans include coconut oil and oil seeds, jute and sisal,<sup>18</sup> paper and wood pulp, bauxite ore, and creosote oil, which are all imported in large amounts. The tonnage of the 16 principal commodities imported into New Orleans is shown in the following table, which gives the average tonnage imported during the period 1923-25 and the tonnage imports during the years 1928, 1932, and 1936.<sup>19</sup>

<sup>17</sup> *Annual Report of the Chief of Engineers, U. S. Army, Part 2, for the years listed.*

<sup>18</sup> Coarse textile fibers used in the manufacture of burlap and binder twine, respectively.

<sup>19</sup> These years were selected as being the most important for the purpose of comparison, because they are, respectively, a typically prosperous period before the depression, the best year in the history of New Orleans from a tonnage basis, the lowest year during the depression, and the last year for which complete data are available.

**TABLE 12**  
**Tonnage of Imports—New Orleans<sup>20</sup>**

	1936	1932	1928	1923-25 Average
Bananas .....	425,796	317,155	562,712	398,653
Coffee .....	210,694	170,158	199,012	194,707
Syrup and Molasses.....	350,660	142,372	777,865	602,035
Sugar .....	478,853	337,006	606,858	606,582
Vegetable oils, seeds and meal.....	56,338	50,523	72,175	25,964
Jute and bagging.....	75,711	48,998	57,582	68,941
Sisal and henequen.....	83,630	87,612	75,914	74,593
Paper and manufactures.....	41,803	34,781	40,531	*
Wood pulp.....	38,575	16,873	*	*
Crude petroleum.....	144,171	203,931	1,491,300	1,517,651
Gasoline .....	**	47,685	453,867	332,180
Creosote oil.....	35,979	34,080	118,652	101,749
Nitrogenous fertilizer.....	30,827	5,736	103,471	162,122
Potassic fertilizer.....	14,865	3,427	20,986	6,915
Bauxite ore.....	249,222	136,212	349,031	170,880

\* Not listed separately.

\*\* Not imported, because of tariff.

This table shows that the importation of both bananas and coffee in 1936 exceeded the average for 1923-25. Sugar imports are below the predepression level, but the syrup and molasses imported in 1936 constituted only about 58.2 per cent of the 1923-25 average imports. Crude petroleum and nitrogenous fertilizers have declined to about one-tenth and one-sixth of their respective average tonnages during the years 1923 to 1925. Jute and sisal, bauxite ore, oil seeds, and wood pulp and paper have all increased considerably, while creosote oil has declined greatly. A further study of the same commodities is made in the following table, which compares the value of the 13 principal commodities and classifications imported into New Orleans for 1936 with the average 1923-25 values.

From Table 13 it is evident that sugar and coffee, in the order named, far exceed all other imported commodities in value. At the present time, the importance of New Orleans

<sup>20</sup> *Annual Report of the Chief of Engineers, U. S. Army, Part 2, for the years listed.*

TABLE 13  
Value of Imports—New Orleans<sup>21</sup>

	1936	1923-25 Average
Bananas .....	\$ 7,402,303	\$ 7,934,956
Coffee .....	25,197,562	64,200,024
Syrup and molasses.....	3,001,018	5,050,785
Sugar .....	25,205,730	46,638,481
Vegetable oils and seeds.....	3,262,436	2,411,123
Jute and bagging.....	8,794,140	14,861,276
Sisal and henequen .....	7,706,086	8,794,431
Crude petroleum.....	758,705	8,008,881
Gasoline and naphtha.....	**	7,926,455
Creosote oil.....	897,545	3,597,099
Bauxite ore.....	1,641,759	732,861
Nitrogenous fertilizer.....	612,359	7,313,912
Potassic fertilizer.....	188,046	193,921

\*\* Not imported because of tariff.

as a port of entry depends primarily upon coffee, sugar, bananas, jute, sisal, and coconut oil, all of which are tropical or semi-tropical products. The values given in the table are greatly affected by price changes resulting from the depression and they are therefore less significant than tonnage figures when used for comparison of yearly trends.

The table <sup>22</sup> following shows the import and export tonnage of New Orleans for the year 1936, classified on the basis

TABLE 14

	Imports	% of Total	Exports	% of Total
Animals and animal products.....	26,517	1.0	15,145	.8
Vegetable food products .....	1,536,623	57.0	81,299	4.2
Other vegetable products.....	134,700	5.0	60,686	3.1
Textiles .....	178,452	6.6	344,769	17.8
Wood and paper.....	121,510	4.5	587,687	30.4
Nonmetallic minerals .....	313,862	11.7	494,029	25.6
Ores, metals, and manufactures	276,452	10.3	217,933	11.3
Machinery and vehicles.....	288	—	56,976	2.9
Chemicals .....	102,541	3.8	72,560	3.8
Unclassified .....	2,551	.1	2,300	.1
Total .....	2,693,495	100.0	1,933,384	100.0

<sup>21</sup> *Ibid.*

<sup>22</sup> *Annual Report of the Chief of Engineers, U. S. Army, Part 2, 1936.*

used by the United States Department of Commerce which reveals the fact that New Orleans is primarily a port importing vegetable food products.

Based upon a similar classification of commodities, the New Orleans exports show, in the order named, that lumber, cotton, and petroleum and its products are the three principal commodities.

During the 10-year period from 1921 to 1930, inclusive, foreign exports averaged 4,492,275 tons and constituted 32.1 per cent of the total traffic of the port. Comparing this period with 1936, we find that foreign exports were 1,933,384 tons, or only 13.49 per cent of the water-borne commerce of New Orleans. The largest export movement occurred in 1921 when 6,465,386 tons were exported. This peak was followed by a decline to 3,480,208 tons in 1923, after which exports gradually increased to a subsequent peak of 4,979,446 in 1929.<sup>23</sup> Exports declined to 1,766,187 tons in 1932, from which they have risen to 1,933,384 tons in 1936.

The exportation of petroleum and its products was greatest in 1921, when it amounted to 2,074,632 tons and accounted for over 32 per cent of the exports for that year. By 1936 this group of commodities had dropped to 350,813 tons, or 18.15 per cent of the total. The crude petroleum exported through the port of New Orleans continued to decline until in 1935 when only 97 tons were exported. In 1936, however, exports of crude petroleum increased to 96,327 tons. Petroleum products exported in 1936 were as follows: fuel and gas oil, 73,638 tons; kerosene, 19,397 tons; lubricating oil, 76,703 tons; while gasoline and naphtha totaled 65,200 tons.<sup>24</sup>

Grain ranked high among the commodities exported during that 10-year period, with an average of 797,834 tons, or 17.8 per cent<sup>25</sup> of the total movement. Wheat was by far the most important grain, although substantial amounts of corn, rye, oats, and barley were also shipped abroad. The following table

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<sup>23</sup> *Port Series No. 5, op. cit.*, p. 174.

<sup>24</sup> *Commercial Statistics, Port of New Orleans, Louisiana*, U. S. Engineer Office, New Orleans, Louisiana.

<sup>25</sup> *Port Series No. 5, p.* 174



shows the export of wheat and wheat flour through the port of New Orleans in recent years.

TABLE 15  
Exports of Wheat and Wheat Flour<sup>26</sup>  
(Index Number: 1923-25 = 100)

	Wheat	Index Number	Wheat Flour	Index Number
1936 —————	1,596	.34	14,528	5.49
1935 —————	1,338	.28	15,530	5.86
1934 —————	1,594	.34	18,829	7.10
1933 —————	20,613	4.33	28,923	10.90
1932 —————	139,740	29.40	50,637	19.11
1931 —————	222,382	46.80	96,058	35.90
1930 —————	306,670	64.50	188,240	71.10
1929 —————	171,219	36.00	186,462	70.40
1928 —————	198,751	41.80	147,567	55.70
1927 —————	266,316	56.00	209,697	79.20
1926 —————	173,205	36.40	185,033	69.90
1925 —————	483,882	101.80	206,937	78.10
1924 —————	590,274	124.20	336,176	126.90
1923 —————	351,997	74.00	251,488	95.00
1922 —————	826,060	173.77	242,329	91.50
1921 —————	1,708,881	359.50	296,527	112.00

The other important commodities exported through the port of New Orleans during the period 1921-30 were lumber, averaging 527,171 tons, or 11.7 per cent of the total movement; cotton, 331,124 tons, or 7.4 per cent; flour, 225,046 tons, or 5 per cent; cooperage and staves, 131,961 tons, or 2.9 per cent; iron and steel products, 86,551 tons, or 1.9 per cent; rice, 61,907 tons, or 1.4 per cent; and tobacco, 55,017 tons, or 1.2 per cent.<sup>27</sup> The tonnage of two other leading exports is given in the following table.

<sup>26</sup> *Annual Report of the Chief of Engineers, U. S. Army, Part 2, for the years listed.*

<sup>27</sup> *Port Series No. 5, op. cit., p. 174.*

TABLE 16  
Exports of Tobacco and Raw Cotton<sup>28</sup>  
(Index Number: 1923-25 = 100)

	Tobacco	Index Number	Raw Cotton	Index Number
1936 _____	30,306	47.5	294,451	98.7
1935 _____	30,797	48.2	315,385	129.0
1934 _____	39,313	61.6	280,777	115.7
1933 _____	41,506	64.0	386,009	159.1
1932 _____	42,620	66.8	432,745	178.4
1931 _____	36,235	56.8	235,457	97.1
1930 _____	47,382	74.2	257,730	106.2
1929 _____	36,751	57.6	306,592	126.8
1928 _____	39,641	62.1	259,890	107.1
1927 _____	52,223	81.8	448,377	184.8
1926 _____	54,565	85.5	444,808	183.4
1925 _____	53,029	83.1	416,500	171.6
1924 _____	71,303	111.7	311,275	128.3
1923 _____	67,219	105.3	167,470	69.0
1922 _____	62,613	98.1	282,695	116.5
1921 _____	65,439	102.5	314,904	129.8

The tonnage of the 19 principal commodities exported through the port of New Orleans is shown in the following table for the four most significant periods.<sup>29</sup>

TABLE 17  
Tonnage of the 19 Principal Commodities Exported  
Through New Orleans

Commodity	1936	1932	1928	1923-25 Average
Lumber and millwork _____	436,693	344,847	646,351	505,226
Cotton (raw) _____	294,451	432,745	359,890	298,415
Gasoline and naphtha _____	65,200	183,300	1,178,838	*
Iron and steel (unmfgd.) _____	142,936	10,966	88,515	6,989
Fuel and gas oil _____	73,638	26,219	154,917	*
Lubricating oil and grease _____	76,703	44,348	70,712	*

<sup>28</sup> *Annual Reports of the Chief of Engineers, U. S. Army, Part 2* for the years listed.

<sup>29</sup> See chap. II, footnote 19.

TABLE 17—*Continued*

Tobacco _____	30,306	42,620	39,641	63,850
Paraffin wax _____	19,548	23,061	62,767	40,481
Carbon black _____	21,831	19,642	27,142	10,832
Rice _____	1,550	15,169	92,709	41,091
Wheat flour _____	14,528	50,637	147,567	264,867
Salt _____	10,838	19,957	24,393	24,309
Kerosene _____	19,397	30,979	570,452	*
Lard and compounds _____	9,025	19,749	29,365	27,657
Wheat _____	1,596	139,740	198,751	475,364
Corn _____	474	2,356	117,938	197,739
Crude petroleum _____	96,327	7,754	*	*
Cottonseed cake, meal, and oil _____	*	53,376	45,865	42,621
Cooperage and staves _____	*	*	171,227	165,408
Others _____	618,343	299,698	698,564	1,870,707
Total _____	1,933,384	1,766,187	4,724,263	4,035,556

\* Not listed separately.

It is evident from Table 17 that lumber and millwork followed by cotton are now the most important commodities exported from New Orleans, when a comparison is made upon a tonnage basis. Cotton, lumber, and tobacco have not yet returned to their predepression level, while the iron and steel products exported through the port greatly exceed that of the previous period.<sup>30</sup> A comparison of the dollar values reveals a different picture of the relative importance of the commodities through the port. In the following table, the data are presented for the average of the years 1923-25 and 1936:

TABLE 18

Value of Exports—New Orleans<sup>31</sup>

	1936	1923-25 Average
Lard and compounds _____	\$ 2,129,623	\$ 8,201,710
Cottonseed cake, meal, and oil _____	*	1,757,699
Corn _____	22,091	6,883,203
Rice _____	102,548	3,484,351

<sup>30</sup> This is due in part to an increasing use of barge lines upon the Mississippi and Warrior rivers for the transportation of iron and steel products.

<sup>31</sup> *Annual Report of the Chief of Engineers, U. S. Army, Part 2, for the years listed.*

TABLE 18—*Continued*

Wheat _____	65,124	24,270,890
Wheat flour _____	723,362	17,040,619
Tobacco _____	7,430,174	21,498,829
Cotton (raw) _____	73,262,369	162,940,454
Cooperage and staves _____	*	4,362,966
Lumber and millwork _____	8,769,197	15,179,918
Gasoline and naphtha _____	1,566,987	*
Kerosene _____	267,880	*
Crude petroleum _____	564,688	*
Fuel and gas oil _____	335,197	*
Iron and steel (unmanufactured) _____	1,527,320	641,220
Carbon black _____	2,057,919	2,230,515

\* Not listed separately.

From Table 18 it is evident that cotton far exceeds in value any other export through the port of New Orleans in spite of the fact that in 1936 the cotton market had not regained its predepression position. Lumber and millwork is much below cotton in value, although it exceeds cotton in tonnage through the port. Tobacco was the third most valuable exported commodity in 1936.

Wheat and wheat flour, as well as petroleum and its products, have been very important in the past and it is likely that wheat and flour will again move in large quantities through the port as soon as both international and domestic conditions favor such a movement. However, it is necessary to remember that the foreign trade of every American port is ~~proportionately~~ affected by every factor influencing the international commerce of the United States.

Improved economic conditions in a number of foreign countries resulted in an increased demand for United States products. Threats of war caused some countries to make large purchases of those raw materials required by armament expansion programs. Several reciprocal trade agreements stimulated foreign commerce by lowering international trade barriers. This was especially important in regard to New Orleans, because tariffs

and other obstacles to trade became more moderate in a number of Latin American countries.<sup>32</sup>

The increase in imports for 1936 resulted from the stimulating effect of economic activity within this country. Industrial production increased 16.7 per cent over the previous year, thus augmenting our need for raw materials.<sup>33</sup> New Orleans was particularly benefited by the increased demand for tropical fruits which resulted from improved domestic conditions.

The reduced supply, smaller production, and the resulting higher price of most agricultural products, following the drought, led to large importations of feedstuffs, oilseeds, and vegetable oils, as well as dairy and other animal products. Imports were larger than the previous year from all the principal countries except France<sup>34</sup>

This upward movement of the domestic price of agricultural products continued during 1936, in spite of a greatly increased supply. United States imports for 1936 amounted to \$2,421,055,600 compared with \$2,038,905,063, or an increase of 18.7 per cent. Exports totaled \$2,453,486,288 compared with \$2,282,873,822, or an increase of 7.5 per cent. New York led all customs districts in aggregate value of foreign trade, and the New Orleans district<sup>35</sup> ranked second with exports amounting to \$167,281,190 and imports valued at \$109,821,153 for a total foreign trade of \$277,102,343. The Galveston district, which includes the ports of Houston and Galveston, recorded \$250,514,072 in exports and \$24,295,175 in imports for a total foreign trade valued at \$274,809,247, or \$2,293,096 less than the New Orleans district.

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<sup>32</sup> *Summary of United States Foreign Trade*, Trade Information Bulletin No. 831, United States Department of Commerce, 1936, p. 1.

<sup>33</sup> *Federal Reserve Bulletin*, United States Federal Reserve Board, February, 1937, p. 144.

<sup>34</sup> *Ibid.*, p. iv.

<sup>35</sup> United States Bureau of Foreign and Domestic Commerce press report to the *Times-Picayune*, New Orleans, Louisiana, February 16, 1937.

The imports and exports of the port of New Orleans by foreign coastal regions in cargo tons of 2,240 pounds were as follows during the calendar year 1935:<sup>36</sup>

TABLE 19

Countries and Regions	Imports (Cargo Tons)	% of Total Imports	Exports (Cargo Tons)	% of Total Exports
Mexico .....	232,945	10.60	32,482	2.21
Central America .....	283,417	12.90	79,549	5.41
West Indies .....	638,309	29.05	188,842	12.84
North Coast of South America.....	117,059	5.33	15,060	1.02
East Coast of South America.....	297,239	13.53	80,975	5.50
West Coast of South America.....	10,836	.49	2,258	.15
The United Kingdom .....	21,531	.98	355,207	24.15
North Atlantic and Baltic Europe....	55,427	2.52	76,880	5.23
The Harre-Hamburg Range .....	120,926	5.96	256,369	17.43
South Atlantic Europe .....	7,321	.33	25,507	1.73
West Mediterranean .....	9,521	.43	148,865	10.12
East Mediterranean and Black Sea	3,864	.18	1,722	.12
West Africa .....	679	.03	354	.02
East and South Africa .....	666	.03	43,998	2.99
Australasia .....	—	—	3,294	.22
India, Persian Gulf, and Red Sea....	77,407	3.52	13,179	.90
East Indies .....	107,836	4.91	2,065	.14
East Asia .....	176,053	8.01	121,923	8.29
Canada and Newfoundland .....	26,353	1.20	22,526	1.53
Total .....	2,197,389	100.00	1,471,055	100.00

From Table 19 it may be seen that imports far exceed exports from all parts of South America. The same is true of Asia. On the other hand, exports are much greater than imports from both Europe and Africa.

Another analysis of New Orleans commerce shows that 2,843 vessels engaged in foreign and coastwise trade arrived at the port of New Orleans during the period July 1, 1936, to June 30, 1937, as compared with 2,609 vessels arriving in the previous fiscal period. Seven hundred and eighty-five of the arriving vessels in the year ending June 30, 1937, brought in

<sup>36</sup> *Imports and Exports of Commodities by United States Coastal Districts and Foreign Trade Regions, 1935, Department of Commerce Report No. 275.*

whole cargoes as compared with 684 in the previous fiscal year. An analysis of these whole cargoes in the last two fiscal years follows:

TABLE 20

	July 1, 1935- June 30, 1936 Number of Vessels	July 1, 1936- June 30, 1937 Number of Vessels
Green fruit .....	206	254
Petroleum .....	118	123
Sugar .....	117	112
Sisal .....	64	47
Coffee .....	44	50
Bauxite .....	36	37
Molasses .....	34	78
Sulphur .....	13	6
Newsprint paper .....	9	12
Nitrate .....	9	9
Phosphate .....	6	12
Grain .....	4	10
Mahogany logs .....	1	7
Other commodities .....	23	28
Total .....	684	785

Of the remaining 2,058 vessels arriving in foreign and coastwise trade during the fiscal year ending June 30, 1937, 1,000 arrived with general cargo, 244 in ballast, 404 with cargo in transit, 391 with fruit and general cargo, and 19 towing other vessels.<sup>37</sup>

In the fiscal year ending June 30, 1937, 2,820 vessels engaged in foreign and coastwise trade reported departing from the port as compared with 2,603 vessels in the previous fiscal year. Vessels carrying whole cargoes totaled 108 in the period July 1, 1936, to June 30, 1937, as compared with 59 in the

<sup>37</sup> *Fortieth Report of the Board of Port Commissioners of the Port of New Orleans*, June 30, 1936, p. 9; *Forty-first Report of the Board of Commissioners of the Port of New Orleans*, June 30, 1937, p. 9.

fiscal year ending June 30, 1936. An analysis of the whole cargoes in the last two fiscal periods is detailed below:

TABLE 21

	July 1, 1935- June 30, 1936 Number of Vessels	July 1, 1936- June 30, 1937 Number of Vessels
Petroleum _____	47	66
Sulphur _____	5	2
Scrap iron _____	3	25
Creosote ties _____	2	1
Cotton _____	1	9
Lumber _____	1	4
Molasses _____		1
Total _____	59	108

Of the remaining 2,712 vessels departing in the fiscal year ending June 30, 1937, 1,770 sailed with general cargo, 706 in ballast, 215 with cargoes in transit, and 21 departed towing other vessels.<sup>38</sup> The fact that 706 vessels left the port in ballast compared with 244 entering in ballast indicates a deficiency of outgoing cargo.

In an earlier section of this chapter the exports and imports of the port of New Orleans of more recent years were presented in detail. Whether the port of New Orleans has maintained its position as port of export and import, relatively speaking, cannot be judged solely in terms of the absolute figures. The following table, which is an adaptation from tables appearing in the appendix of this publication indicates the importance of New Orleans and the Gulf Coast ports in relationship to the total foreign traffic of the United States. For the respective years New Orleans and the Gulf Coast ports handled the following percentages, in tonnage and value, of the total United States exports:

<sup>38</sup> *Ibid.*



TABLE 22

Year	New Orleans		Gulf Coast*	
	Tonnage	Value	Tonnage	Value
	Per Cent	Per Cent	Per Cent	Per Cent
	of U. S.	of U. S.	of U. S.	of U. S.
	Total	Total	Total	Total
1936	**	**	**	**
1935	4.2	6.1	31.4	22.0
1934	4.3	5.4	31.0	21.0
1933	5.5	6.2	34.1	25.6
1932	4.7	6.8	32.2	27.0
1931	4.7	4.6	28.7	18.6

\* The term "Gulf Coast states" as used by the United States Army Engineers includes the states of Texas, Louisiana, Mississippi, Alabama, and all of Florida. The inclusion of all of Florida makes the total Gulf commerce slightly larger than if the geographic limits of this term applied.

\*\* United States totals not available.

The position of New Orleans and the Gulf Coast states in relationship to the imports in terms of tonnage and value of the United States totals is presented in the following percentage tabulation.

TABLE 23

Year	New Orleans		Gulf Coast*	
	Tonnage	Value	Tonnage	Value
	Per Cent	Per Cent	Per Cent	Per Cent
	of U. S.	of U. S.	of U. S.	of U. S.
	Total	Total	Total	Total
1936	**	**	**	**
1935	6.8	2.6	12.0	3.7
1934	5.2	2.9	9.2	4.2
1933	5.7	4.0	8.3	5.1
1932	5.9	3.5	9.3	4.8
1931	5.6	3.8	8.9	5.2

\* The term "Gulf Coast states" as used by the United States Army Engineers includes the states of Texas, Louisiana, Mississippi, Alabama, and all of Florida. The inclusion of all of Florida makes the total Gulf commerce slightly larger than if the geographic limits of this term applied.

\*\* United States totals not available.

The most recent data relating to the foreign commerce of the port of New Orleans, as released by the New Orleans Office of the United States Bureau of Foreign and Domestic Commerce, indicate that the value of commodities exported during the period January 1 to May 31, 1937, through the New Or-

leans district<sup>39</sup> totaled \$96,811,379, an increase of 47.7 per cent over the \$65,559,902 exported in the corresponding period of 1936. The value of imports from January 1 to May 31, 1937, totaled \$62,325,732, representing an increase of 27.0 per cent over the imports of \$49,057,186 during the corresponding period of 1936.

In terms of exports and imports, the port of New Orleans has thus been increasing in absolute as well as relative importance during recent years. The significant position of New Orleans as a port for the importation of commodities results from its favorable location in relation to Latin America, while its importance as an export port is directly dependent upon its ability to serve its own hinterland.

Reciprocal trade agreements have either been negotiated, or are in the process of negotiation, with countries which purchased 37 per cent of our exports and supplied 43 per cent of our imports during the years 1930 to 1934 inclusive.<sup>40</sup> These reciprocity treaties have not been in effect long enough to determine the ultimate effects of the program as a whole; however, they have stimulated foreign trade since their inception.

<sup>39</sup> The New Orleans district consists of that part of the Mississippi River open to ocean navigation, which includes the ports of New Orleans and Baton Rouge.

Total value of exports through the New Orleans Custom District, as reported by the United States Bureau of Foreign and Domestic Commerce since 1931 is shown in the following tabulation:

TABLE 24

Year	Total Exports	Re-exports
1936 _____	\$167,281,190	*
1935 _____	161,934,000	\$266,915
1934 _____	146,156,000	231,892
1933 _____	126,786,000	138,615
1932 _____	128,051,000	117,777
1931 _____	145,626,000	350,315**

\* Included in total exports for 1936.

\*\* Foreign Commerce and Navigation of the United States, Calendar year 1935, U. S. Department of Commerce, pp. 716-17.

<sup>40</sup> *Summary of United States Foreign Trade*, Trade Information Bulletin No. 831, U. S. Department of Commerce, 1936, p. 1.

## CHAPTER III

## DOMESTIC WATER-BORNE TRADE OF NEW ORLEANS

While New Orleans has attained its principal fame as a foreign trade port, its aggregate domestic traffic, consisting of coastwise and internal, is greater than its foreign trade measured in either tonnage or value figures. A city which becomes an important distributing center for world products also becomes in the process an important center for the distribution of domestic products to its hinterland.

The following table of the water-borne commerce of New Orleans in 1936 by kinds of traffic shows the relative importance of each movement at the present time.

TABLE 25<sup>1</sup>

	Tons	% of Total	Value	% of Total
Foreign trade (total) ———	4,626,880	(32.38)	\$268,602,963	(31.43)
Imports —————	2,693,496	18.79	108,533,202	12.70
Exports —————	1,933,384	13.49	160,069,761	18.73
Coastwise traffic (total) ———	6,557,353	(45.75)	321,817,529	(37.66)
Receipts —————	3,119,224	21.77	138,584,449	16.22
Shipments —————	3,438,129	23.98	183,233,080	21.44
Internal traffic (total) ———	3,147,504	(21.97)	264,149,983	(30.91)
Receipts —————	1,725,810	12.04	125,652,470	14.70
Shipments —————	1,421,694	9.93	138,497,513	16.21
Total of all kinds ———	14,331,737	100.00	\$854,570,475	100.00

In 1935, foreign trade through the port of New Orleans exceeded the value of coastwise trade by a small margin; however, coastwise tonnage was 40 per cent greater than foreign traffic. During 1936 the value of coastwise shipments<sup>2</sup> exceeded the value of receipts by 32.2 per cent, whereas in terms of tonnage coastwise shipments exceeded receipts by 3,000 tons, or 10.2 per cent. In the previous year coastwise receipts exceeded shipments by the same tonnage margin. These receipts have been as follows for recent years:

<sup>1</sup> *Annual Report of the Chief of Engineers, U. S. Army, Part 2.*

<sup>2</sup> Receipts refer to incoming cargo, while shipments are outgoing traffic.

**TABLE 26<sup>3</sup>**  
**Coastwise Receipts: Tonnage and Value**  
**(1923-25 = 100)**

	Tons	Index Number	Value	Index Number
1936 _____	3,119,224	284.2	\$138,584,449	267.0
1935 _____	3,204,493	291.9	124,214,643	239.3
1934 _____	2,896,195	263.8	90,001,578	173.4
1933 _____	3,691,079	336.3	84,594,965	163.0
1932 _____	2,297,952	209.3	61,119,414	117.7
1931 _____	2,834,380	258.2	62,680,600	120.8
1930 _____	2,446,472	222.9	77,378,969	149.1
1929 _____	1,984,026	180.7	92,355,939	177.9
1928 _____	1,840,551	167.7	104,146,454	200.6
1927 _____	1,607,059	146.3	92,727,531	178.6
1926 _____	766,883	69.9	91,221,965	175.7
1925 _____	726,042	66.1	72,061,195	138.8
1924 _____	1,313,353	119.6	42,075,621	81.1
1923 _____	1,253,690	114.2	41,586,384	70.1
1922 _____	762,886	69.5	57,824,301	111.4
1921 _____	302,698	27.6	27,421,770	52.8

The figures in the preceding table indicate a steady upward trend of coastwise receipts through the port of New Orleans since 1932. With some exceptions the tonnage of coastwise receipts has been generally upward since 1925. The following table of coastwise shipments also shows a corresponding trend in the outward movement to other United States ports.

**TABLE 27<sup>4</sup>**  
**Coastwise Shipments: Tonnage and Value**  
**(1923-25 = 100)**

	Tons	Index Number	Value	Index Number
1936 _____	3,438,129	239.3	\$183,233,080	218.5
1935 _____	2,910,786	202.6	126,879,688	151.3
1934 _____	2,502,164	174.1	97,138,809	115.8
1933 _____	2,549,201	177.4	84,033,826	100.2
1932 _____	2,017,373	130.4	73,573,856	87.7
1931 _____	2,101,217	146.2	74,910,984	89.3
1930 _____	1,294,581	80.1	79,367,338	94.6

<sup>3</sup> *Annual Report of the Chief of Engineers, U. S. Army, Part 2.*

<sup>4</sup> *Ibid.*

TABLE 27—*Continued*

1929 _____	1,726,932	110.2	100,548,658	119.9
1928 _____	1,027,352	71.5	71,706,843	85.6
1927 _____	1,315,175	91.5	86,868,696	103.6
1926 _____	1,458,185	101.5	83,704,980	99.8
1925 _____	1,932,490	134.5	99,224,201	118.3
1924 _____	1,207,082	84.0	76,288,982	90.9
1923 _____	1,171,457	81.5	76,153,937	90.8
1922 _____	421,683	29.3	50,627,470	60.4
1921 _____	268,605	18.7	29,580,896	35.3

Both the preceding tables indicate that there has been a decided trend toward a greater utilization of the shipping facilities of the port of New Orleans for coastwise shipments to and from other Gulf, Atlantic, and Pacific coast ports. The nature of this traffic is shown in Table 28, which gives the tonnage of coastwise receipts and shipments for 1936, divided according to the classification of commodities used by the United States Department of Commerce.

TABLE 28<sup>5</sup>

	Receipts (tonnage)	% of Total	Shipments (tonnage)	% of Total
Animals and animal products.....	21,671	.7	27,362	.8
Vegetable food products .....	431,162	13.9	345,457	10.0
Inedible vegetable products .....	6,870	.2	11,762	.3
Textiles .....	19,810	.6	110,296	3.2
Wood and paper .....	109,695	3.5	202,651	5.9
Nonmetallic minerals .....	2,256,413	72.4	2,491,489	72.5
Ores, metals, and manufactures....	66,775	2.1	112,656	3.3
Machinery and vehicles .....	11,386	.4	6,218	.2
Chemicals .....	69,908	2.2	33,977	1.0
Unclassified .....	125,534	4.0	97,161	2.8
Total.....	3,119,224	100.0	3,438,129	100.0

The most outstanding group in the preceding classification is nonmetallic minerals. This group consists primarily of petroleum and its products, and may be subdivided into the following items carried in the coastwise commerce of New Orleans in 1936.

<sup>5</sup> *Commercial Statistics, Port of New Orleans, 1936*, U. S. Engineer Office, New Orleans, pp. 6-10.

TABLE 29<sup>a</sup>

	Receipts	% of Total	Shipments	% of Total
Bunker oil _____	*	—	580,365	27.0
Gasoline _____	347,195	17.9	375,645	17.5
Kerosene _____	32,652	1.7	123,230	5.7
Crude oil _____	1,426,066	73.4	470,942	22.0
Fuel and gas oil _____	117,560	6.0	583,457	27.2
Lubricating oil _____	18,392 }	1.0	11,654	.5
Lubricating grease _____	943 }			
Other refined _____	545	1.0	2,563	.1
Total _____	1,943,353	100.0	2,147,856	100.0

\* Oil in a ship's bunker tanks is not considered a receipt.

While petroleum and its products have declined in importance in the foreign trade of New Orleans, they have become the principal commodities in the coastwise trade of the Crescent City, exceeding in tonnage the coastwise commerce of all other products. Of course they do not rank quite that high on the basis of value, because petroleum and its products are relatively cheap, considering their bulk.

Sugar, both raw and refined, was the second most important tonnage item in 1936 coastwise receipts. Third place was held by limestone and shale, while fruits (canned, dried, and fresh) ranked fourth in importance among coastwise receipts, followed by a very long list of miscellaneous items, as the coastwise receipts of New Orleans are much more diversified than its foreign imports. The leading coastwise shipments in 1936, on a tonnage basis, were petroleum and its products with 2,147,856 tons; sulphur, whose total tonnage was 219,230; paper and paper manufactures, 99,785 tons; and raw cotton, 97,675 tons. According to value, the chief coastwise shipments in 1936 comprised beverages and liquors at a valuation of \$44,817,602, raw cotton valued at \$23,246,650, and petroleum and its products at \$20,377,944. In fourth place was paper and paper manufactures, whose shipments in coastwise traffic amounted to \$14,140,890.<sup>7</sup> The coastwise trade of New Orleans in 1936 was 41.7 per cent greater in tonnage than its foreign trade,

<sup>a</sup> *Ibid.*

<sup>7</sup> *Ibid.*

TABLE 27—*Continued*

1929	1,726,932	110.2	100,548,658	119.9
1928	1,027,352	71.5	71,796,843	85.6
1927	1,315,175	91.5	86,868,696	103.6
1926	1,458,185	101.5	83,704,980	99.8
1925	1,932,490	134.5	99,224,201	118.3
1924	1,207,082	84.0	76,288,982	90.9
1923	1,171,457	81.5	76,153,937	90.8
1922	421,683	29.3	50,627,470	60.4
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Animals and animal products	21,671	.7	27,362	.8
Vegetable food products	431,162	13.9	345,457	10.0
Inedible vegetable products	6,870	.2	11,762	.3
Textiles	19,810	.6	110,296	3.2
Wood and paper	109,695	3.5	202,651	5.9
Nonmetallic minerals	2,256,413	72.4	2,491,489	72.5
Ores, metals, and manufactures	66,775	2.1	112,656	3.3
Machinery and vehicles	11,386	.4	6,218	.2
Chemicals	69,908	2.2	33,077	1.0
Unclassified	125,534	4.0	97,161	2.8
Total	3,119,224	100.0	3,438,129	100.0

The most outstanding group in the preceding classification is nonmetallic minerals. This group consists primarily of petroleum and its products, and may be subdivided into the following items carried in the coastwise commerce of New Orleans in 1936.

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Kerosene _____	32,652	1.7	123,230	5.7
Crude oil _____	1,426,066	73.4	470,942	22.0
Fuel and gas oil _____	117,560	6.0	583,457	27.2
Lubricating oil _____	18,392	1.0	11,654	.5
Lubricating grease _____	943			
Other refined _____	545	1.0	2,563	.1
Total _____	1,943,353	100.0	2,147,856	100.0

\* Oil in a ship's bunker tanks is not considered a receipt.

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<sup>a</sup> *Ibid.*

<sup>7</sup> *Ibid.*



while in dollar value coastwise trade exceeded foreign trade by 19.8 per cent.<sup>8</sup>

During 1936, inbound intercoastal tonnage from Pacific Coast ports amounted to 6.54 per cent of the total coastwise receipts, while outbound traffic for Pacific ports was 6.39 per cent of coastwise shipments. The water-borne intercoastal commerce of the port of New Orleans for 1936 in short tons was as follows:

TABLE 30<sup>9</sup>

Water-borne Intercoastal Commerce  
to and from Pacific Ports  
Short Tons,\* 1936

California	Inbound	Outbound
San Diego .....	—	521
Los Angeles .....	22,346	90,996
San Francisco .....	138,603	79,032
Oregon		
Astoria .....	96	—
Portland .....	5,224	19,359
Rainier .....	167	—
Warrenton .....	169	—
Wauna .....	336	—
Washington		
Longview .....	2,568	3,024
Willapa Harbor .....	893	—
Bellingham .....	7,235	—
Everett .....	1,454	4,704
Olympia .....	469	—
Port Townsend .....	2,854	—
Seattle .....	12,494	20,072
Tacoma .....	9,183	2,130
Total .....	204,091	219,838

\* Corrected from cargo tons to short tons.

<sup>8</sup> The foreign trade of New Orleans in 1936 including both imports and exports amounted to 4,626,880 tons valued at \$268,602,963.

<sup>9</sup> Figures subject to revision. Special Report No. 2771 Division of Research U. S. Maritime Commission, July 20, 1937.

The internal water-borne traffic<sup>10</sup> of New Orleans, which consists primarily of river traffic on the Mississippi, attained the following aggregate tonnage and value during recent years:

TABLE 31<sup>11</sup>  
Internal Receipts and Shipments: Tonnage and Value  
(1923-25 = 100)

	Tons	Index Number	Value	Index Number
1936 _____	3,147,504	148.4	\$264,149,983	215.5
1935 _____	2,405,233	113.4	204,497,843	166.2
1934 _____	2,822,992	133.1	152,634,144	124.5
1933 _____	2,582,173	121.8	139,674,764	113.9
1932 _____	2,478,874	116.9	149,964,226	122.3
1931 _____	2,691,527	126.9	148,366,789	121.0
1930 _____	2,141,194	101.0	168,457,054	137.4
1929 _____	2,850,132	134.4	168,696,862	137.6
1928 _____	3,347,042	157.8	193,155,610	157.6
1927 _____	2,759,725	130.1	179,898,845	146.8
1926 _____	2,058,276	97.1	163,898,036	133.7
1925 _____	2,071,898	97.7	131,483,719	107.3
1924 _____	2,208,741	104.2	139,975,164	114.2
1923 _____	2,080,747	98.1	96,301,287	78.6
1922 _____	1,093,201	51.6	78,050,963	63.7
1921 _____	3,420,477	161.3	135,292,137	110.4

Table 31 indicates that the internal traffic in 1936 exceeded in value every year during the period 1921 to 1936. However, the internal tonnage of the port of New Orleans in both 1921 and 1928 exceeded the 1936 total by 8.7 and 6.3 per cent respectively. The 1936 tonnage of 3,147,504 valued at \$264,-149,983 exceeded the 1923-25 average by 48.4 and 115.5 per cent respectively. These figures would seem to substantiate the fact that more valuable cargoes are being carried on the river today.

<sup>10</sup> Traffic between a port and its tributary waterways is called internal traffic. In the case of New Orleans this includes both river and canal traffic.

<sup>11</sup> *Annual Report of the Chief of Engineers, U. S. Army, Part 2* for the years listed.

Crude petroleum and fuel oil were the only items on the tonnage list of internal receipts into the port of New Orleans for 1936 which exceeded 100,000 tons. In 1935, however, four items in the list of internal receipts of the port of New Orleans exceeded this figure. They were crude oil, bunker oil, sand, and sulphur. The most valuable products on the list of internal receipts for the year 1936 were raw cotton valued at \$17,905,800, followed by tobacco and manufactures valued at \$16,597,886, beverages and liquors with a value of \$15,297,037, and iron and steel with a valuation of \$9,979,438.<sup>12</sup>

Upon the basis of tonnage, the most important items of internal shipments from the port of New Orleans in 1936 were sugar, amounting to 355,200 tons; gasoline, 140,302 tons; sulphur, 139,938 tons; followed by iron and steel, 84,874 tons; fuel oil, 84,797 tons; coffee, 61,450 tons, fruits and vegetables, 56,314 tons; and sisal, 56,162 tons.<sup>13</sup>

In terms of value, sugar was the most important internal shipment in 1936 amounting to \$33,922,990, followed by iron and steel goods valued at \$13,429,947; beverages and liquors with a value of \$12,115,709; coffee valued at \$11,348,277; canned fruits and vegetables, \$10,283,008; sisal, \$6,851,764; bags and bagging, \$4,230,252; sulphur with a valuation of \$2,938,698; machinery and parts with a value of \$2,933,825; gasoline valued at \$2,620,471, followed by cordage and twine, seafoods, and rice. The other items in internal commerce of New Orleans which exceeded \$1,000,000 in value during 1936 were glassware, soap and soap powder, and bauxite ore.

The internal traffic of the port of New Orleans was not quite balanced in tonnage, receipts being 1,725,810 tons, and shipments 1,421,694 tons. Shipments amounting to \$138,-497,513 exceeded in value receipts of \$125,652,470.<sup>14</sup> Both internal and coastwise shipments are closely related to the foreign trade of the Crescent City and are to a certain extent feeders of her foreign commerce.

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<sup>12</sup> *Commercial Statistics, Port of New Orleans, 1936*, U. S. Engineer Office, New Orleans.

<sup>13</sup> *Ibid.*

<sup>14</sup> *Ibid.*

The internal water-borne commerce of New Orleans in 1936 was 21.97 per cent of the aggregate tonnage and 30.9 per cent of the total value of all the water-borne commerce of that port.

By far the largest part of this traffic arrived by way of the Mississippi. However, a part of it came through other waterways as is shown by the tonnage in 1936. Intercoastal waterway traffic from the Mississippi River to the Atchafalaya River via the Harvey route amounted to 1,028,965 short tons, valued at \$29,490,514. Intercoastal waterway commerce handled in the New Basin Canal and that handled through Lake Pontchartrain during 1936 amounted to 22,879 short tons, valued at \$1,520,251, and 762,807 short tons, valued at \$27,298,334 respectively.\*

There are several privately owned barge lines on the Mississippi River, the most important of which is the American Barge Line Company, operating from New Orleans up the Mississippi and Ohio rivers and tributaries to Pittsburgh and also west on the Intercoastal Canal. The Federal Barge Line owned by the Inland Waterways Corporation, a United States government enterprise founded in 1920, is the most important service on the river. During the World War the government found that wartime traffic overtaxed the railroads in the lower Mississippi River Valley and therefore plans were made for the establishment of a federal barge line to supplement rail traffic. After the war this service was organized into the Inland Waterways Corporation under the direction of Major General Thomas I. Ashburn.<sup>15</sup>

Modern covered steel barges from 300 to 3,000 tons capacity were constructed, as well as large all-steel, tunnel-type, propeller-driven towboats, some of which are powered by 2,600 horsepower Diesel engines. Joint rates were established between barge

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\* From data received from the U. S. Engineer District Office, New Orleans, Louisiana.

<sup>15</sup> *Annual Report of the Inland Waterways Corporation*, U. S. War Department, 1935, p. 1.

and rail lines.<sup>16</sup> The Federal Barge Lines carried over a million and a half tons of traffic on the divisions operating into New Orleans, as is shown in the following table of aggregate tonnage:

TABLE 32<sup>17</sup>

	Lower Mississippi Division	Warrior Division
1936	1,479,825	250,104
1935	1,317,411	200,283
1934	1,072,687	208,449
1933	1,206,302	254,943
1932	1,292,893	255,920
1931	1,170,317	283,872
1930	1,149,864	235,266
1929	1,292,876	254,555

Year-round service is maintained between New Orleans and St. Louis and between New Orleans and Port Birmingham. During the spring, summer, and fall the barge lines operate up to Chicago on the Illinois Waterway to connect the Great Lakes with the Gulf of Mexico.<sup>18</sup> Government barges also operate on the upper Mississippi from St. Louis to Minneapolis and St. Paul. A Missouri River service from St. Louis to Kansas City and Leavenworth was inaugurated in 1935. Barge

<sup>16</sup> The Dennison Act of 1928 provides that any common carrier engaged in transportation service on the Mississippi or Warrior rivers or their tributaries may obtain a certificate of public convenience and necessity from the Interstate Commerce Commission requiring all connecting common carriers to join them in establishing joint rates. However, certain limits have to be set up beyond which the Commission will not ordinarily require the establishment of through rates.

To avoid joint rates over circuitous lines, the Commission has limited through rates to those over which the shortest line distance via the port of interchange, with the water carrier, is less than 40 per cent in excess of the shortest all-rail distance between the point of origin and destination. In the case of joint rail-water routes a similar limitation is made upon the basis of 33½ per cent greater distance. Within these limitations joint rail-water rates have been established at 80 per cent of the direct all-rail rate regardless of the relative extent of the water haul.—D. Paul Locklin, *Economics of Transportation*, pp. 705, 707, 708.

<sup>17</sup> *Annual Reports of the Inland Waterways Corporation* for the years listed.

<sup>18</sup> A nine-foot channel is maintained by the U. S. Army Engineers.

rates are fixed at 20 per cent below the rate charged by competing railroad lines. Joint rail-barge rates below the all-rail rates have also been established, greatly extending the usefulness of the service.<sup>19</sup>

New Orleans leads all other river ports in federal barge line tonnage by a wide margin because it is the principal point transferring barge-to-ocean traffic. New Orleans handled 970,300 tons in 1936 compared with 107,796 tons at Mobile and 72,517 tons at Baton Rouge.<sup>20</sup>

The most important points for Federal barge line traffic besides the Crescent City are: Cairo,<sup>21</sup> 515,626 tons; East St. Louis, 295,819 tons; Memphis 323,513 tons; Chicago, 304,809 tons; St. Louis, 178,543 tons; Port Birmingham, 178,308 tons; Vicksburg, Mississippi, 124,956 tons.<sup>22</sup> Cargo carried to and from New Orleans by the Inland Waterways Corporation in 1936 totaled 970,300 tons, which was 30.8 per cent of the internal water-borne commerce of New Orleans and 26.1 per cent of the 3,713,028 tons carried by the Federal Barge Lines in 1936.<sup>23</sup> Only 214,511 tons of government barge line freight arrived at New Orleans during that year, while 755,789 tons, or over three times as much, left the port by the way of that service. Exactly the opposite would be expected because the down river trip is quicker.<sup>24</sup> Thus the time element has far less significance than is usually attributed to it.

New Orleans is well located as a port for interchange of domestic water-borne commerce. It has developed a good

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<sup>19</sup> There has been some discussion on the subject of establishing a joint barge-truck line rate.

<sup>20</sup> Not all this tonnage is ocean traffic, particularly in the case of Baton Rouge.

<sup>21</sup> This is a rail-barge terminal and also the mouth of the Ohio River which contributes barge traffic to the government line.

<sup>22</sup> *Annual Report of the Inland Waterways Corporation, 1936, op. cit., p. 29.*

<sup>23</sup> *Ibid., p. 29.*

<sup>24</sup> On the run between New Orleans and St. Louis, 15 days are required to make the trip upstream while only seven days are necessary for the return trip.

coastwise and intracoastal trade and has become a concentrating and distributing point for a large number of the more bulky commodities to and from other ports of the United States. The Crescent City is also fortunate in being located near the mouth of the largest river system in the country—the river serving as an additional avenue for the internal movement of goods. The facilities of the intracoastal canal will tend to induce a greater tonnage of goods to move through the port in the future.

## CHAPTER IV

## OCEAN SHIPPING AND PORT FACILITIES

New Orleans is situated 114 miles up the Mississippi River from the Gulf of Mexico. This location gives the port a tideless fresh water harbor with a large anchorage. On the other hand, its distance from the sea places it at a disadvantage because considerable time and expense are required to pilot a ship from the Gulf into the port of New Orleans.<sup>1</sup>

In spite of the fact that New Orleans is 584 miles closer than New York City to Colon, at the Atlantic end of the Panama Canal, it is actually 432 miles further from New Orleans to Pernambuco and all other ports on the east coast of South America. This difference is still greater when comparing their relative distances from European ports; for example, New York City is 1,516 miles closer to Liverpool, England.

Of course New Orleans is 584 miles closer than New York to all ports on the Pacific Ocean when a ship is routed through the Panama Canal. These facts are clearly shown in any table of ocean distances from New York and New Orleans to the principal seaports of the world.

Of the 63 world ports given in the Rand McNally table of steamship lines into the port of New Orleans, only 20 are closer to New Orleans than to New York;<sup>2</sup> therefore, the north Atlantic ports are closer than the Crescent City to over two-thirds of the world ports. However, New Orleans is much closer to Cuba, Mexico, Central America, and the west coast of South America than New York; therefore, this Latin American region seems to be the logical overseas trade area for the Crescent City's foreign commerce.

The New Orleans export traffic in cotton and its import trade in sugar, bananas, coffee, and jute have provided the port with steamship lines to most parts of the world. Attracting

<sup>1</sup> At 10 knots per hour, it would require nearly 12 hours to go up the river to New Orleans and about eight hours to go down the river to the Gulf, the difference depending on the current. It is also compulsory to hire a bar pilot at \$4.00 per foot draft (of the vessel) and a river pilot at \$2.00 per foot draft for the trip up the river to the city.

<sup>2</sup> *Rand McNally Commercial Atlas*, 62nd Edition, New York, 1931, p. 17.



ocean service is not a problem,<sup>3</sup> because ships will usually go to any port where they can find cargo which will enable them to earn a profit. The probability of return cargo makes possible the quotation of lower ocean freight rates because it costs nearly as much for a ship to make a run in ballast as it does with a full cargo.

TABLE 33

Flag	Number Ships	Gross Tonnage	Trips
American	335	7,038,650	1,511
Belgian	4	67,186	13
Brazilian	11	156,471	28
British	92	767,097	143
Chinese	1	5,378	1
Cuban	1	1,168	1
Danish	24	132,831	43
Dutch	33	568,339	76
French	11	236,758	31
Finnish	3	13,621	3
German	42	510,381	84
Greek	4	19,444	4
Honduran	21	621,182	201
Italian	23	378,070	60
Japanese	27	316,151	42
Mexican	2	2,918	2
Nicaraguan	6	46,658	73
Norwegian	112	987,865	352
Swedish	16	135,996	28
<b>Totals</b>	<b>768</b>	<b>12,006,164</b>	<b>2,696</b>

*Forty-first Report of the Board of Commissioners of the Port of New Orleans, June 30, 1937, p. 10.*

Ocean freight rates are not based entirely on water distances, as might be supposed, but are made by conferences which often set arbitrary rates that completely obliterate the competition of whole ranges of American ports.<sup>4</sup>

<sup>3</sup> During the period July 1, 1936, to June 30, 1937, 2,696 steam and motor ships arrived by sea at the port of New Orleans. These ships were registered under 19 flags. The number of ships, their gross tonnage, the number of trips, as well as the nationality, are given in the following table.

<sup>4</sup> Roy S. MacElwee, *Port Development, op. cit.*, p. 205.

This fact is clearly shown in the basic rate structure on cargoes to the United Kingdom and the Continent, which was adopted after the World War. These schedules were based on an agreement providing that rates from the South Atlantic group of ports (Charleston, Savannah, and Jacksonville) shall be  $7\frac{1}{2}$  cents per 100 pounds higher than those from the North Atlantic ports (New York, Philadelphia, and Baltimore), and that rates from the Gulf ports (New Orleans, Galveston, and Mobile) shall be 15 cents per 100 pounds higher than from the North Atlantic ports.

This differential was based upon the varying distances from each of the three groups to the United Kingdom and the continent of Europe. A diversion from this rule was made in the case of cotton; on that commodity the spread was  $12\frac{1}{2}$  cents per 100 pounds between each group of ports instead of  $7\frac{1}{2}$  cents.<sup>5</sup>

Dockage charges against ships using the port and wharfage charges on the cargo handled have a very important effect upon the commerce of a port, especially when those rates differ greatly at competing ports. New Orleans places the major assessment against the vessel and a minor one against the cargo, for the purpose of encouraging larger cargoes to be handled by each vessel entering the port. The following charges are made on foreign and coastwise traffic under Sec. 2 of the charges, tolls, and tariffs issued by the dock board:\*

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<sup>5</sup> *Ibid.*, p. 226.

\*The port of New Orleans is owned and operated by the State of Louisiana, and the handling of cargo is under the direction of the Board of Commissioners of the Port of New Orleans, which was created as the governing body of the port in 1896. (*Shore Control and Port Administration*, Corps of Engineers, U. S. Army, p. 118.) The members of this board are appointed by the governor of the state and serve for overlapping terms of six years. (The original law was amended by the Louisiana Legislature Act No. 69 of 1920.) The board also elects its own officers and appoints an Executive General Agent who is also Superintendent of Docks.

(a) A vessel shall be allowed, for the purpose of assembling cargo, prior to her arrival, the use of such wharf as may be assigned to her for a maximum period of 10 full days without incurring any dockage-wharfage charges until her arrival. On the arrival of the said vessel at the public docks, before the expiration of said 10 days, the following wharfage and dockage charges shall be levied, to wit:

**Rates per gross ton per day:**

First and second days	_____3 cents
Third day	_____2 cents
Fourth, fifth, and sixth days	_____1 cent
Seventh to sixteenth days inclusive	no charge
Seventeenth to twenty-first days inclusive	_____1 cent

(b) Vessels handling 500 tons or less of cargo inward and/or outward shall be subject to the following charges:

One cent per gross ton per day dockage-wharfage based on the gross tonnage of the vessel, for a period not exceeding 2 days at the wharf. Vessel to be allowed to receive cargo for a period of 2 days prior to her arrival at the wharf.

Dockage-wharfage to be assessed upon the cargo handled at the rate of  $2\frac{1}{2}$  cents per hundred pounds.

Shed hire to be assessed upon the cargo handled at the rate of  $2\frac{1}{2}$  cents per hundred pounds.

A special dockage-wharfage rate of 1 cent per gross ton per day may be granted by the superintendent of docks when no cargo is handled.

In event the total charges assessed under the above (b) rates should exceed the total charge that would be incurred under the regular dockage-wharfage and sheddage rates, then the regular dockage-wharfage and sheddage rates shall be applied.<sup>a</sup>

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<sup>a</sup> *Dock Department Tariff*, Section 2, Item No. 15, p. 7, Board of Port Commissioners of the port of New Orleans, Effective September 1, 1936.

A wharf tollage charge of 15 cents per ton is made on all commodities passing over the public wharves, with the exception of bananas and coconuts, which are charged 10 cents per ton and certain bulk commodities not using the transit sheds. This charge is made in addition to the wharfage-dockage and sheddage charges just enumerated.<sup>7</sup>

As extended on June 30, 1929,<sup>8</sup> the present port limits include a river frontage of 41.4 miles, and an industrial canal frontage of 11 miles. The developed portion of the harbor extends for 15 miles down the river from Westwego and Southport to Chalmette, five miles below Canal Street. This includes a water area of over 11 square miles with a depth in excess of 35 feet at all seasons of the year. Ice has never occurred to interfere with navigation, and fog is less frequent than at North Atlantic ports.<sup>9</sup>

Besides its port facilities on the Mississippi River, New Orleans has the Inner Harbor Navigation Canal which extends for 5.5 miles across the city to Lake Pontchartrain. This canal handled 1,171,245 tons of vessel traffic valued at \$114,094,076 in 1935 compared with 1,340,493 tons valued at \$140,461,545 in 1936. In addition, under the classification of cargoes in transit, there were 155,838 tons valued at \$5,481,419 carried in 1935 compared with 249,364 tons valued at \$9,910,902 in 1936.<sup>10</sup> One hundred twenty-five feet wide at the bottom, 300 feet wide at the surface, and 30 feet deep, it has a lock 640 feet long to compensate for differences in the water level of the lake and river. The canal provides industrial waterfront sites offering an opportunity for industrial terminal facilities.

Practically all the public wharves are fireproof, being constructed of steel and concrete. They extend for 7.71 miles parallel to the river, a total of 5.5 miles being covered by transit sheds. New Orleans with its 89 public and private wharves

<sup>7</sup> *Shore Control and Port Administration*, op. cit., p. 119.

<sup>8</sup> *Port Handbook of New Orleans, Board of Commissioners of the Port of New Orleans*, 1933, p. 58.

<sup>9</sup> *Port Series No. 5*, op. cit., p. 1.

<sup>10</sup> *Annual Report of the Chief of Engineers, U. S. Army*, Part 2, 1936, p. 663. *Commercial Statistics, 1936, Port of New Orleans, Louisiana*, U. S. Engineer Office, New Orleans, p. 1

and docks offers by far the largest improved waterfront development of any U. S. Gulf port.<sup>11</sup> In the fiscal year July 1, 1936, to June 30, 1937, the public wharves handled 76 per cent of the total tonnage arriving.

New Orleans is served by private business firms engaged in the various phases of foreign trade, such as freight forwarders, commission houses, banks, and agents for both ships and cargo. The census of business revealed the following facts<sup>12</sup> about wholesalers and brokers engaged in importing and exporting through the port of New Orleans in 1935:

TABLE 34

## IMPORTERS

	Wholesalers	Agents
Number of establishments.....	18	3
Net sales .....	\$22,392,000	\$2,778,000
Average number of employees.....	283	13
Total payroll .....	\$694,000	\$29,000
Stocks on hand.....	\$2,352,000	\$28,000

## EXPORTERS

Number of establishments.....	38	18
Net sales .....	\$28,339,000	\$6,286,000
Average number of employees .....	371	83
Total payroll .....	\$698,000	\$186,000
Stocks on hand .....	\$4,482,000	\$12,000

New Orleans water-borne commerce is also served by public warehouses which occupy in the aggregate 4,155,160 square feet and trackage for 221 cars.<sup>13</sup>

In addition to the facilities mentioned, the Board of Commissioners operates the state-owned Public Cotton Warehouse containing 33 acres of covered floor space. This warehouse pro-

<sup>11</sup> *The Port Series* prepared by the U. S. Army Engineers for the U. S. Shipping Board credits New Orleans with 89 wharves, compared with 58 for Houston and 34 for Galveston.

<sup>12</sup> *Wholesale Distribution*, Vol. II, Census of Business, United States Department of Commerce, 1935, p. 181.

<sup>13</sup> *Port Handbook of New Orleans*, *op. cit.*, p. 35.

In addition to the above public (privately owned) storage facilities the Board of Port Commissioners leases 1,512,000 square feet of storage space which is subleased to private concerns.

vides storage space for more than 400,000 high density bales and has a daily loading capacity of 7,500 bales. In addition the railroad trackage connected with this facility has a capacity of 1,258 cars. The Public Grain Elevator is another state-owned terminal enterprise operated by the Board of Port Commissioners. This grain elevator has a storage capacity of 2,622,000 bushels and an unloading capacity of 200,000 bushels a day from freight cars and 80,000 bushels a day from barges. Another service provided is the Public Coal and Bulk Commodity Handling Plant with a storage capacity of 25,000 tons and an hourly loading rate of 400 tons. In addition to providing bunker and cargo coal for vessels using the port, this latter service unloads bauxite into the river barges and railroad cars for transportation to the upper Mississippi Valley. The Public Vegetable Oil pumping plant is provided by the Port Commissioners for the use of importers of vegetable oil in bulk. Banana unloaders and conveyors which are capable of unloading 2,500 bunches per hour per unit are provided.<sup>14</sup>

While there are many other factors to be considered, the conclusion must be drawn that the port facilities of New Orleans are modern and adequate enough to handle a much larger water-borne commerce. The fact that ships can be brought up to parallel wharves much easier and with less expense for tug service gives New Orleans an advantage over harbors equipped with piers.

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<sup>14</sup> *Fortieth Annual Report of the Board of Port Commissioners of the Port of New Orleans*, pp. 37, 48, 20, and 25.

Whole cargoes of bananas consisting of 65,000 to 70,000 stems have been unloaded into refrigerator cars in 15 hours.

## CHAPTER V

## THE NEW ORLEANS HINTERLAND

The extent to which New Orleans has taken advantage of its opportunities and this city's relation to other Gulf ports may be noted in the following comparison between the foreign trade through the port of New Orleans with that of the entire United States and with the ports of the Gulf Coast states.<sup>1</sup>

In 1935 the Gulf Coast ports imported 12.0 per cent of the aggregate import tonnage and 3.7 per cent of the value of the imports of the United States, while the port of New Orleans imported 6.8 per cent of the United States tonnage and 2.6 per cent of the value of the United States imports.<sup>2</sup>

The export data for 1935 credited the Gulf Coast ports with 31.4 per cent of the national tonnage and 22.0 per cent in terms of value. The port of New Orleans handled 4.2 per cent of the national export tonnage and 6.1 per cent in terms of

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<sup>1</sup> The term "Gulf Coast states" as used by the U. S. Army Engineers includes the states of Texas, Louisiana, Mississippi, Alabama, and all of Florida, part of whose commerce is on the Atlantic Ocean, which makes the total Gulf commerce slightly larger than it would be if the geographic limits of that term could be applied.

<sup>2</sup> See Appendix, Tables IV and V.

The Division of Shipping Research of the U. S. Shipping Board reported New Orleans imports in 1935 as 2,197,389 long tons (2,240 pounds) and imports for the entire state of Louisiana as 2,456,682 long tons, which would indicate that New Orleans imported 89.4 per cent of the state total.

The figures, presented by this same source would indicate that the ports of the Gulf Coast states imported 12.27 per cent of the aggregate imports of the United States, in terms of tonnage, while the state of Louisiana imported 7.23 of the national total, or 58.94 per cent of the importation of all the Gulf Coast states. These same figures would indicate that New Orleans in 1935 imported 6.46 per cent of the national total of import tonnage.—*Imports and Exports of Commodities by United States Coastal Districts and Foreign Trade Regions*, Department of Commerce, U. S. Shipping Board Bureau, Division of Shipping Research, Annual Report No. 275, Calendar Year 1935, p. 3.

value.<sup>3</sup> Every Gulf port tends to export those products which originate in the area, showing a favorable rate structure to that particular port. The port of New Orleans has ample facilities to serve a large hinterland and provide cargo for many ocean going vessels. The freight rates on shipments both into and out of the port are of prime importance in securing this ocean traffic.

The freight rate structure in the United States crystallized about 1885<sup>4</sup> and now about the only competition left between the railroads is at their terminals. Chicago, which is the hub of the United States railroad network, has been made the basing point for rates to all the Atlantic and Gulf ports, which creates competition between all the lines to all those ports.

A 100 per cent line was formed by making Chicago, Indianapolis, and Cincinnati into equal basing points for all lines to North Atlantic, South Atlantic, and Gulf ports. This rate structure is not as unreasonable as it might appear, because the relative distances between the base cities and the ports on the Atlantic and the Gulf are remarkably similar, as is shown in the following table of airline distances (in statute miles) to ports:<sup>5</sup>

TABLE 35

	New York	New Orleans	Galveston
Detroit _____	483	938	1,111
St. Louis _____	873	599	697
Chicago _____	711	831	954
Cleveland _____	404	922	1,116
Cincinnati _____	568	708	897
Louisville _____	650	623	807
Pittsburgh _____	313	923	1,140
Kansas City _____	1,097	678	677

<sup>3</sup> The Division of Shipping Research of the U. S. Shipping Board reported that in 1935 New Orleans exports amounted to 1,471,055 long tons, while Louisiana exports were 2,100,407 long tons. Thus, the port of New Orleans handled 70.0 per cent of the state tonnage total. This same source would indicate that the port of New Orleans exported 3.86 per cent of the national aggregate tonnage, while Louisiana exported 5.51 per cent of the national total, with the Gulf Coast states credited with 18.40 per cent of the total national export tonnage.—*Ibid.*, p. 8.

<sup>4</sup> Roy S. MacElwee, *Port Development*, p. 273.

<sup>5</sup> *Rand McNally Commercial Atlas*, 63rd Edition, 1932, p. 53.



The rail distances to various Gulf ports are as follows:<sup>6</sup>

TABLE 36

	Mobile	New Orleans	Galveston
Detroit _____	1,044	1,096	1,352
St. Louis _____	657	718	864
Chicago _____	929	930	1,148
Cleveland _____	1,046	1,098	1,400
Cincinnati _____	784	836	1,157
Louisville _____	670	787	1,043
Birmingham _____	276	355	774
Pittsburgh _____	1,095	1,147	1,476
Kansas City _____	868	868	806

This simple rate structure would have placed New York on the same basis as all the secondary ports. Arbitrators were appointed in 1907 to work out a system of differentials which would place all the railroad lines and ports on as competitive a basis as possible. This plan puts every port except Boston at an advantage over New York in order to allow import freight to move in through Gulf ports. These differentials<sup>7</sup> are not

<sup>6</sup> *Port Series No. 5, op. cit.*, p. 199.

<sup>7</sup> At the present time the Interstate Commerce Commission recognizes three major freight classifications in the United States. The Official Classification applies in the area north of the Ohio River and the main line of the Norfolk and Western Railway from Kenova, West Virginia, to Norfolk, Virginia, and east of a line from Chicago through Peoria, Illinois, to St. Louis. Southern Classification applies south of the Official Classification Territory and east of the Mississippi River, while Western Classification Territory lies west of the other two. The following table compared the freight rates of these three territories upon the basis of percentages of the first-class rate. However, there are also special commodity rates and multiple rates which do not follow this schedule.

OFFICIAL TERRITORY										
Class _____	1	2	R25	3	R26	4	5	6		
Percentage _____	100	85	70	70	55	50	35	27.5		
SOUTHERN TERRITORY										
Class _____	1	2	3	4	5	6	7	8	9	10
Percentage _____	100	85	70	55	45	40	35	30	25	22.5
WESTERN TERRITORY										
Class _____	1	2	3	4	A	5	B	C	D	E
Percentage _____	100	85	70	55	45	37.5	32.5	30	22.5	17.5

D. Paul Locklin, *Economics of Transportation*, Business Publications, Inc., Chicago, 1935, pp. 163, 166, 167.

absolutely uniform in every respect, but in a general way they are still about as follows in cents per 100 pounds of freight:<sup>8</sup>

Class _____	1	2	3	4	5	6
Gulf rate differential _____	18c	18c	12c	8c	6c	6c

This advantage of Gulf ports over New York was later re-adjusted so that traffic from Asia, Australia, New Zealand, Central America, South America, and the Philippine Islands would not be carried at as low a rate as traffic from Europe and Africa.<sup>9</sup> This adjustment was made because the Gulf ports are closer than New York to Latin America and Pacific Asia; however, the newer rates were kept below the New York rate.

These rates are shown in the following tables giving the import and intercoastal all-rail rate to Chicago in cents per 100 pounds of freight.

TABLE 37

	CLASS <sup>10</sup>					
	1	2	3	4	5	6
New York or Boston _____	148	127	101	73	52	42
Philadelphia _____	152	121	99	71	50	40
Baltimore or Norfolk	140	119	98	70	49	39
South Atlantic ports _____	125½	109½	86½	59½	50½	41½
Gulf ports by origin:						
Latin American and						
Asiatic _____	135	119	90	63	54	45
European and African	113½	97	75½	53½	47	38

In Table 37, South Atlantic ports include Charleston, Savannah, Brunswick, and Jacksonville. Gulf ports include Pensacola, Mobile, Gulfport, Houston, Galveston, and New Orleans. Freight rates to Cincinnati are approximately 80 per cent of those to Chicago, but the ratios between the various ports are

<sup>8</sup> *Ibid.*, p. 151.

<sup>9</sup> *Ibid.*, p. 152.

<sup>10</sup> *Ibid.*

the same. Therefore, it is evident that the Gulf ports have a considerable advantage even to Chicago and Cincinnati.

The following table<sup>11</sup> of Class I rates per 100 pounds of import or intercoastal freight for Chicago, Cincinnati, and St. Louis is given for the comparison of interior destinations.

TABLE 38

	St. Louis	Chicago	Cincinnati
New York or Boston.....	161	148	124
Philadelphia .....	155	142	118
Baltimore or Norfolk.....	153	140	116
South Atlantic ports .....	148	125½	101½
Gulf ports by origin:			
Latin American and Asiatic.....	158	135	110½
European and African .....	136½	113½	90

Thus rates from Gulf ports to St. Louis are not as favorable to Gulf ports as they are in the case of Chicago and Cincinnati. This is simply an application of the railroad rate principle of charging what the traffic will bear. Another important consideration is the fact that Houston and Galveston enjoy the same rate into this trunk line territory as is given to the nearer Gulf ports.

The following table<sup>12</sup> shows a comparison of Class I rates on imports to Chicago with export rates from that city. Export rates do not favor the Gulf ports to as great an extent

TABLE 39

	Import Rates of Respective Cities to Chicago	Export Rates Chicago to Respective Cities
New York or Boston.....	148	145
Philadelphia .....	142	141
Baltimore or Norfolk.....	140	140
South Atlantic ports.....	125½	135
Gulf ports .....	135 & 113½	135

as in the case of import traffic. Such rates were established because exports tend to move to the nearest port, while imports

<sup>11</sup> *Ibid.*

<sup>12</sup> *Ibid.*, p. 157.

have a tendency to concentrate in New York. Therefore, this rate structure is set up to alleviate that tendency.

Rail rates being the same for Pensacola, Mobile, Gulfport, New Orleans, Lake Charles, Beaumont, Port Arthur, Galveston, and Houston, these ports are placed in a very competitive position. Railroad lines are thus enabled to route traffic to ports of their own choice, unless the shipper insists on a particular port for his ocean freight.

Equal freight rates to all Gulf ports apply to central freight territory including all points north of the Ohio and Missouri River crossings as far east as Cincinnati and as far west as Kansas City. Rates from points in Tennessee are lower to Pensacola, Mobile, Gulfport, and New Orleans than they are to the Texas ports.<sup>13</sup> Rates to eastern Gulf ports from Chattanooga are the same as the rates from there to South Atlantic ports. Therefore Chicago, Cincinnati, and Chattanooga form a rate boundary line between New Orleans and Atlantic ports.

Of course it is a mistake to conclude that all commodity rates exactly follow this rate structure, because there are other factors which cause local differences in regard to certain types of freight. However, the line formed by Chicago, Cincinnati, and Chattanooga may be considered the boundary of the area in which New Orleans is on an equal footing with other Gulf ports. Below Chattanooga, Pensacola and Mobile enjoy lower freight rates than New Orleans, which is also true of rates to or from points in Alabama and Georgia.

The final decision on the Galveston Rate Case<sup>14</sup> gave the railroads serving New Orleans permission to charge rates as low as those charged by competing lines to the Texas ports. This decision enabled the Texas Pacific railroad to announce rates on cotton from Dallas, Ft. Worth, and points as far west as El Paso to New Orleans equal to the rates into Texas ports.

Thus railroad lines from Illinois, Indiana, Kentucky, Tennessee, Arkansas, Missouri, Iowa, Minnesota, Nebraska, Kansas, Oklahoma, and North Texas into Houston, Galveston, and New Orleans are all competing on the same rate basis for traffic

<sup>13</sup> *Ibid.*, p. 139.

<sup>14</sup> See Chapter I.

from this territory. Rates to or from points in eastern Mississippi are lower to Mobile, while those from points in Western Mississippi favor New Orleans. Western Louisiana points have rates to the Galveston Bay ports equaling those to New Orleans, while rates from the rest of the state favor its own port city.<sup>15</sup>

The United States Shipping Board made a study of the origin of the principal commodities exported from the port of New Orleans in 1930, which is very valuable in determining the extent of the New Orleans hinterland. This study shows that 3,635,195 tons of 22 selected commodities, representing 95 per cent of the total exports, originated in 36 different states<sup>16</sup> and were shipped to foreign countries through the port of New Orleans during 1930.

In 1930, petroleum and its products led all other commodities in the export trade of New Orleans and amounted to 1,802,944 tons, or 49.6 per cent of the entire movement, compared with only 331,265<sup>17</sup>, or 17.1 per cent in 1936. This accounts in a large measure for the lower tonnage through the port in recent years. Ninety per cent of the petroleum exported in 1930 originated in the state of Louisiana. Lumber provided 655,684 tons, or 18 per cent of the exports, compared with 436,693<sup>18</sup> tons in 1936, which was 22.6 per cent of the exports for the latter year. Grain was next in point of tonnage with 318,506 tons, or 8.8 per cent of the total, a far greater tonnage than was exported in 1936, owing to the drought in the previous seasons. Raw cotton was 257,712 tons, or 7.1 per cent, in 1930 compared with 294,451 in 1936, an increase of 8.1 per cent over the five-year period. Exports of flour amounted to 192,476 in 1930, or 5.3 per cent of the annual total, compared with only 14,528 tons<sup>19</sup> in 1936.

Industries in the city of New Orleans contributed 640,834 tons, or 35.9 per cent of the total exports for 1930. Other localities within the state of Louisiana exported products aggregating 1,729,253 tons, making the total exports from Louisiana

<sup>15</sup> *Port Series No. 5*, p. 197.

<sup>16</sup> *Port Series No. 5*, *op. cit.*, p. 200.

<sup>17</sup> *Commercial Statistics, Port of New Orleans*, 1937.

<sup>18</sup> *Ibid.*

<sup>19</sup> *Ibid.*

2,370,087, or about 65 per cent of the total exports through the port of New Orleans.<sup>20</sup> The principal exports originating within the state of Louisiana during 1930 are shown in the following table:<sup>21</sup>

TABLE 40<sup>22</sup>

Principal Commodities	New Orleans	Remainder of the State
Benzol .....	— —	26,510
Carbon black .....	2,865	15,454
Cotton .....	94,947	48,926
Wheat .....	13,343	— —
Cottonseed and feeds.....	13,390	787
Lard and substitutes .....	17,558	112
Logs and poles .....	13,166	6,661
Lumber .....	221,194	184,665
Paper .....	1,075	21,574
Petroleum and products.....	230,447	1,391,983
Rice .....	8,408	15,288
Salt .....	1,828	9,124

In that year the state of Mississippi was second with a total of 202,702 tons, while 182,429 tons originated in Oklahoma, 131,180 tons in Texas, 127,732 tons in Missouri, 119,432 tons in Nebraska, and the remaining 486,791 tons were shipped from other states. The re-exports of goods originating in foreign countries amounted to 14,842 tons in 1930.<sup>23</sup>

Table 41<sup>24</sup> shows the principal states originating export traffic, through the port of New Orleans, in 1930. This table gives the total tonnage for the principal exporting states and the remainder after petroleum and its products have been deducted.<sup>25</sup>

<sup>20</sup> *Port Series No. 5, op. cit.*, p. 220.

<sup>21</sup> *Port Series No. 5, op. cit.*, p. 202.

<sup>22</sup> This table gives only those commodities which originated in the state of Louisiana to an amount exceeding 10,000 tons during 1930.

<sup>23</sup> *Ibid.*, p. 200.

<sup>24</sup> *Ibid.*, pp. 202-3.

<sup>25</sup> This method was used because the authors were unable to obtain figures showing all the general cargo exported from each state.

TABLE 41

	Total Tonnage	% of Total	Petroleum and its Products	% of Total	Tonnage without Petroleum Products	% of Total
New Orleans _____	640,834	17.6	230,447	12.8	410,387	22.4
Remainder of						
Louisiana _____	1,729,253	47.6	1,391,983	77.2	337,270	18.4
Re-exports _____	14,842	0.4	—	—	14,842	0.8
Alabama _____	50,013	1.4	684	*	49,329	2.7
Arkansas _____	77,794	2.1	—	—	77,794	4.3
California _____	600	*	—	—	600	*
Colorado _____	1,320	*	—	—	1,320	0.1
Florida _____	2,496	0.1	—	—	2,496	0.1
Georgia _____	707	*	—	—	707	*
Illinois _____	59,167	1.6	970	0.1	58,197	3.2
Indiana _____	11,879	0.3	321	*	11,558	0.6
Iowa _____	11,895	0.3	—	—	11,895	0.7
Kansas _____	131,180	3.6	412	*	130,768	7.1
Kentucky _____	55,358	1.5	—	—	55,358	3.0
Maryland _____	977	*	75	*	902	*
Minnesota _____	21,208	0.6	—	—	21,208	1.2
Mississippi _____	202,702	5.6	—	—	202,702	11.1
Missouri _____	127,732	3.5	164	*	127,568	7.0
Nebraska _____	119,432	3.3	—	—	119,432	6.5
New York _____	11,693	0.3	1,515	0.1	10,178	0.6
Ohio _____	1,394	*	21	*	1,373	0.1
Oklahoma _____	182,429	5.0	154,466	8.6	27,963	1.5
Pennsylvania _____	2,795	0.1	2,769	0.2	26	*
South Carolina _____	3,872	0.1	—	—	3,872	0.2
South Dakota _____	3,783	0.1	—	—	3,783	0.2
Tennessee _____	94,717	2.6	37	*	94,680	5.2
Texas _____	65,488	1.8	17,782	1.0	47,706	2.6
Utah _____	2,073	0.1	56	*	2,017	0.1
Washington _____	722	*	—	—	722	*
Wisconsin _____	2,305	0.1	817	*	1,488	0.1
Wyoming _____	4,180	0.1	319	*	3,861	0.2
Total for						
all states _____	3,635,194		1,802,944		1,832,251	

Petroleum and its products were separated from the other exported commodities, because petroleum is transported in vessels of a special type known as tankers, which do not carry general cargo. The following table shows the pounds of general

\*Less than .1 of 1 per cent.

cargo exported through the port of New Orleans in 1930 from the principal states of origin. In this table it will be noted that

TABLE 42

State	Population (Census 1930)	Tonnage without Petroleum Products	Pounds Exported Per Capita in 1930
Louisiana _____	2,101,593	747,657	711.5
Alabama _____	2,646,248	49,329	37.3
Arkansas _____	1,854,482	77,794	83.9
Colorado _____	1,035,791	1,320	2.5
Florida _____	1,468,211	2,594	3.4
Georgia _____	2,908,506	707	0.5
Illinois _____	7,630,654	58,197	15.3
Indiana _____	3,238,503	11,558	7.1
Iowa _____	2,470,939	11,895	9.6
Kansas _____	1,880,999	130,768	139.0
Kentucky _____	2,614,589	55,358	42.3
Maryland _____	1,631,526	902	1.1
Minnesota _____	2,563,953	21,298	16.6
Mississippi _____	2,009,821	202,702	201.7
Missouri _____	3,629,367	127,568	70.3
Nebraska _____	1,377,963	119,432	173.3
New York _____	12,588,066	10,178	1.6
Ohio _____	6,646,697	1,373	0.4
Oklahoma _____	2,396,040	27,963	23.3
South Carolina _____	1,738,765	3,872	4.5
South Dakota _____	692,849	3,783	10.9
Tennessee _____	2,616,556	94,680	72.4
Texas _____	5,824,715	47,616	16.3
Utah _____	507,847	2,017	7.9
Washington _____	1,563,396	722	0.9
Wisconsin _____	2,939,006	1,488	1.0
Wyoming _____	225,565	3,861	34.2
Entire United States	122,775,046	1,832,251	29.8

Louisiana leads all other states in the origin of general cargo per capita exported through the port of New Orleans. Louisiana was followed by Mississippi, Nebraska, and Kansas, all of which contributed over 135 pounds of export cargo per capita. These states were followed by Arkansas, Tennessee, and Missouri, the states whose exports through the port of New Orleans exceeded 70 pounds per capita. This group was followed



by Kentucky, Alabama, and Wyoming, completing the list of states which exceeded the United States average of exports per capita through New Orleans. Oklahoma ranked next in importance, followed by Minnesota, Texas, Illinois, South Dakota, and Iowa. The remaining states exported less than eight pounds per capita through this port.

The following table<sup>26</sup> of export tonnage gives the most important states originating the 10 principal commodities exported through the port of New Orleans in 1930.

TABLE 43

PETROLEUM AND ITS PRODUCTS			WHEAT		
Total	1,802,944	100.0	Total	307,017	100.0
New Orleans	230,447	12.8	New Orleans	13,343	4.4
Remainder of La.	1,391,983	77.2	Nebraska	99,461	32.4
Oklahoma	154,466	8.6	Missouri	84,087	27.4
Texas	17,872	1.0	Kansas	78,781	25.7
Pennsylvania	2,769	0.2	Illinois	8,906	2.9
Unclassified	5,407	0.2	Unclassified	21,439	7.2
LUMBER			COTTON		
Total	655,684	100.0	Total	257,712	100.0
New Orleans	221,194	33.7	New Orleans	94,947	36.8
Remainder of La.	184,665	28.2	Remainder of La.	48,926	19.0
Mississippi	140,403	21.4	Tennessee	51,279	19.9
Arkansas	61,234	9.3	Mississippi	39,750	15.4
Tennessee	21,986	3.4	Arkansas	14,268	5.5
Texas	7,961	1.2	Texas	2,827	1.1
Missouri	4,465	0.7	Alabama	1,188	0.5
Unclassified	13,776	2.1	Unclassified	4,527	1.8
FLOUR			LARD AND SUBSTITUTES		
Total	192,476	100.0	Total	48,966	100.0
Kansas	42,960	22.3	New Orleans	17,558	35.9
Missouri	33,667	17.5	Kansas	8,539	17.4
Illinois	24,653	12.8	Illinois	7,297	14.9
Texas	23,778	12.4	Iowa	4,308	8.8
Oklahoma	19,548	10.2	South Dakota	3,783	7.7
Minnesota	18,097	9.4	Nebraska	3,003	6.1
Nebraska	16,922	8.8	Missouri	1,853	3.8
Wyoming	3,861	2.0	Unclassified	2,625	5.4
Unclassified	9,990	4.6			

<sup>26</sup> *Port Series No. 5, op. cit.*, pp. 202-3.

TOBACCO AND MANUFACTURES			STRUCTURAL IRON AND STEEL		
Total	62,532	100.0	Total	29,369	100.0
Kentucky	43,639	69.8	New Orleans	1,306	5.6
Tennessee	18,439	29.5	Alabama	24,333	82.9
Louisiana	375	0.6	Kentucky	2,800	9.5
Unclassified	79	0.1	Illinois	486	1.7
			Unclassified	439	0.3

  

PAPER			RICE		
Total	27,423	100.0	Total	27,037	100.0
New Orleans	1,075	3.9	New Orleans	8,408	31.1
Remainder of La.	21,574	78.7	Remainder of La.	15,288	56.6
Mississippi	735	2.7	Texas	411	1.5
Minnesota	595	2.2	Arkansas	200	0.7
Unclassified	3,444	12.5	Unclassified	2,730	10.1

The statistical staff of the United States Shipping Board also intended to make a similar study of the destination of imports through the port of New Orleans, but it was found impractical to attempt this because of the vast amount of work involved in tracing imports to their ultimate interior destinations.<sup>27</sup> The Crescent City's principal imported commodities are often carried farther into the interior of the country than the area in which the principal exports originate, because New Orleans ranks much higher as a port of entry than it does in export traffic.

Within the state of Louisiana it was found that the city of New Orleans, with a population of 458,762 in 1930, contributed 410,387 tons to the export trade of its own port in that year, a contribution of 1,789.1 pounds per capita, while the remainder of the state, with a population of 1,642,831 people, exported 357,270 tons, or 410.6 pounds per capita. These figures indicate that a very large proportion of the exports of New Orleans are of local origin. The United States Army Engineers limit the territory served primarily by the port of New Orleans to the area described in the following quotation:

Due, to some degree, to the influence of the Mississippi River, New Orleans local territory extends as far north as Memphis although rail rates from this

<sup>27</sup> *Ibid.*, p. 200.

point are no lower than those to Mobile. An important factor in determining the northern boundary of this local territory is found in the fact that traffic actually moves to and from Memphis and the port of New Orleans in far greater volume than through any other Gulf port; this is particularly true with respect to cotton and hardwood, which constitute the principal shipments from Memphis. The local territory extends eastward to a point just beyond Gulfport, then generally northward through Hattiesburg, and east of Winona and Grenada to Memphis. From the latter point the line extends generally westward to Little Rock, thence it follows the Arkansas River and the line of the Missouri Pacific Railroad to the western boundary of the state of Arkansas. On the west, the local territory extends to the western boundaries of Louisiana and Arkansas, beyond which competition with the Texas ports is encountered. To some extent, some of these lines are arbitrary, yet in a general way they indicate the territory to and from which the port attracts the larger share of traffic, either by reason of lower rates or other conditions particularly favorable to New Orleans.<sup>28</sup>

Coastwise traffic entering or leaving the port by rail is seldom carried beyond the limits of this local territory, because the combined water-rail rate to points farther in the interior would exceed the all-rail rates from most coast cities. Intercoastal traffic by water from the Pacific Coast is often carried by the Federal Barge Lines to points much farther in the interior because of the joint all-water rates on certain commodities between St. Louis and the Pacific Coast via New Orleans.<sup>29</sup>

The tonnage carried by the Inland Waterways Corporation to and from New Orleans provides another significant study of the hinterland served by the Crescent City. A total of 970,300 tons of barge cargo was handled by the Federal Barge Lines at the port of New Orleans in the year 1936. Outbound

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<sup>28</sup> *Ibid.*, p. 197.

<sup>29</sup> *Ibid.*, p. 161.

tonnage amounted to 77.9 per cent of this traffic. That most of this freight went up the Mississippi is evident from the following table of the government barge line traffic for that year.<sup>30</sup>

TABLE 44

Lower Mississippi River	To New Orleans	From New Orleans
Baton Rouge, Louisiana .....	—	1,029
Vicksburg, Mississippi .....	1,505	6,292
Greenville, Mississippi .....	689	2,525
Helena, Arkansas .....	2,405	8,998
Memphis, Tennessee .....	42,483	67,455
Osceola, Arkansas .....	3,915	—
New Madrid, Missouri .....	1,751	997
Cairo, Illinois .....	49,742	240,456
St. Louis, Missouri .....	19,240	51,074
East St. Louis, Illinois .....	31,514	112,983
Upper Mississippi River		
Burlington, Iowa .....	536	1,287
Rock Island, Illinois .....	1,424	1,166
Dubuque, Iowa .....	180	4,861
Stillwater, Minnesota .....	7	5,763
St. Paul, Minnesota .....	944	6,367
Minneapolis, Minnesota .....	2,882	4,542
Illinois Waterway		
Havana, Illinois .....	1,358	—
Peoria, Illinois .....	11,536	25,535
Lacon, Illinois .....	1,052	—
Morris, Illinois .....	5,929	—
Hennepin, Illinois .....	688	—
Chicago, Illinois .....	10,435	129,181
Missouri River		
Kansas City, Missouri .....	4,936	6,704

While a certain amount of freight was unloaded at nearby points in Louisiana, Mississippi, and Arkansas, by far the greater portion of this traffic was carried farther up the river to cities in Tennessee, Missouri, Illinois, Iowa, Minnesota, and Wisconsin. The Warrior Division of the Federal Barge Lines

<sup>30</sup> *Annual Report of the Inland Waterways Corporation, 1936, op. cit., pp. 27-28.*

also carries traffic along the Gulf Coast of Mississippi to Mobile and up the Warrior River to Port Birmingham. Freight carried to and from New Orleans on the Warrior Division is shown in the following table:<sup>31</sup>

TABLE 45

	To New Orleans	From New Orleans
Mobile, Alabama .....	1,114	13,549
Holt, Alabama .....	2,328	2,014
McFarlin Quarry, Alabama .....	2,708	—
Port Birmingham, Alabama .....	13,930	63,011

New Orleans water-borne commerce originates in and is destined for a large part of the United States, as was shown in a previous discussion. One of the important factors determining the extent of the hinterland of a particular port is that of freight rates to and from any given territory. But freight rates are only one of the factors determining the movement of goods to or from a port. The traffic often flows in a certain direction regardless of small disadvantages in transportation cost. The advantages of an early start and the established connections of business firms of a port are considerations of no mean importance. The port of New Orleans has been a natural gateway to and from southern territory for many years and owes much of its prominence in foreign trade to determinants other than a freight rate structure.

The foresight and initiative of the port and state authorities in supplying modern facilities for the rapid handling of cargo have been particularly effective in causing wheat and cotton to be routed through the port. The fluctuation in many export commodities is due primarily to conditions of international supply and demand, because even the most excellent facilities will not cause commodities to move contrary to economic influences. This fact is clearly shown in the tonnage of these two leading farm products exported through the port of New Orleans, one of which declines to less than one per cent of its 1921 export volume.<sup>32</sup>

<sup>31</sup> *Ibid.*, p. 30.

<sup>32</sup> *Annual Report of the Chief of Engineers, U. S. Army*, Part 2, for the years listed.

TABLE 46  
Tonnage of Cotton and Wheat Exports  
(1923-25=100)

Year	Cotton	Index Number	Wheat	Index Number
1936	294,451	101.3	1,596	0.34
1935	315,385	105.7	1,338	0.28
1934	289,777	97.1	1,594	0.34
1933	386,009	129.4	20,613	4.3
1932	432,745	145.0	139,740	29.4
1931	235,457	78.9	222,382	46.8
1930	257,730	86.4	306,670	64.5
1929	307,592	103.1	171,219	36.0
1928	359,890	120.6	108,751	41.4
1927	448,377	150.3	266,316	56.0
1926	444,808	149.1	173,205	36.4
1925	416,500	139.6	483,822	101.8
1924	311,275	104.3	590,274	124.2
1923	167,470	56.1	351,997	74.0
1922	282,695	94.7	286,000	173.8
1921	314,904	105.5	1,708,881	359.5

The influences of governmental restrictions on crop production and international trade barriers are well illustrated in Table 46. The factors of supply and demand are quite as potent in foreign as in domestic trade. Broad economic influences altered by governmental policies are by far more important as the determinants of the sum total of foreign trade movement than freight solicitation by the various ports. Competition between ports tends to divert commodities from one port to another rather than to add to the volume entering foreign trade.

The railroad rate structure supplemented by the freight solicitation activities of the railroads are prime factors in the diversion of traffic from one port to another, since they are inclined to route traffic to ports served by their own lines. As the rates to the various Gulf ports have been equalized by action of the Interstate Commerce Commission, the importance of freight solicitation activities has assumed even greater moment in the diversion of foreign trade between the various ports.

The fact that New Orleans is the largest and most centrally located Gulf Coast city places her in a position of leadership among Gulf ports in the handling of general cargo. Several of the other Gulf ports tend to specialize in certain products. This places them ahead of the Crescent City in the exportation of such commodities as cotton, lumber, iron and steel, phosphate, and petroleum products.

These ports have all fairly good harbors and shipping facilities and have shown a tendency in recent years to increase their traffic in general cargo. New Orleans is experiencing greater relative competition from the other Gulf ports, but by far its greatest competitor in general cargo at the present time is New York.

New Orleans also has an advantage over all the other Gulf ports because of the wide variety of commodities handled in the port of New Orleans; however, the Crescent City cannot always supply or demand a whole cargo of a steamer. "The steamers, therefore, are often forced to make other ports to finish loading or unloading. This situation gives New York a tremendous advantage for, since it is able to supply or take complete loads, it is able to receive and dispatch goods between New York and foreign markets in much less time than can the port of New Orleans."<sup>33</sup>

The port of New Orleans serves primarily an area adjacent to it. The exports leaving the city originate within a rather limited region where the rate structure is particularly favorable to its movement and to a lesser extent from a much wider area when the rates are at least not unfavorable. It is within this larger competitive area that freight solicitation will prove beneficial and where any great increase in the port's business must necessarily occur. The fact must not be overlooked, however, that the increasing industrialization of the area immediately adjacent to the port will also produce greater traffic. Future increases in the relative importance of New Orleans must come either from a rapid industrialization of the adjacent sections of the South or from more successful competition in the highly competitive Middle Western region.

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<sup>33</sup> S. A. Caldwell, *The New Orleans Trade Area*, op. cit., p. 18.

## APPENDIX

TABLE I

## TOTAL WATER-BORNE COMMERCE OF NEW ORLEANS\*

Source: *Annual Reports of the Chief of Engineers, Part II, 1926-1936.*

Year	Tons (Short)	Value
1936	14,331,737	\$854,570,475
1935	12,918,623	722,405,253
1934	11,900,733	566,061,822
1933	12,713,675	518,642,360
1932	10,491,084	468,898,262
1931	12,163,915	513,721,667
1930	12,723,453	704,426,163
1929	15,995,374	908,536,416
1928	16,248,172	924,732,509
1927	15,270,038	911,950,972
1926	14,374,938	945,458,088
1925	14,307,734	959,904,636
1924	13,609,603	842,243,445
1923	12,345,004	654,437,854
1922	10,109,513	623,183,889
1921	11,622,826	660,404,318
1920	10,513,863	1,066,634,876
1919	8,895,681	875,237,656
1918	9,087,084	665,579,937
1917	8,014,543	548,843,762
1916	7,300,432	416,610,425
1915	6,536,132	368,625,630
1914	6,273,012	311,557,861
1913	6,442,932	315,082,532
1912	5,059,830	299,450,727
1911	4,487,726	263,361,681
1910	3,964,109	261,136,637
1909	3,368,722	246,365,185
1908	3,088,472	233,749,037
1907	3,527,097	259,032,495
1906	4,036,594	267,075,670
1905	3,478,976	227,706,950
1904	2,853,936	220,712,403
1903	3,062,506	220,939,296
1902	3,385,686	217,887,867
1901	4,213,869	255,525,738
1900	2,773,645	162,374,314
1899	3,176,740	122,676,212
1898	4,236,663	119,662,010



Year	Tons (Short)	Value
1897	3,774,688	116,304,668
1896	2,140,396	95,962,965
1895	3,142,202	82,324,199
1894	2,074,118	102,514,210
1893	2,962,798	109,708,073
1892	3,542,599	152,721,614

\*Prior to 1931 vessel traffic only (bunkers not included).

Prior to 1921 river traffic not included.

TABLE II

## WATER-BORNE FOREIGN EXPORTS: TONNAGE\*

(Comparison of water-borne foreign exports in terms of tonnage of the port of New Orleans with the Gulf Coast ports and all United States ports, coastal and Great Lake.)

Source: *Annual Reports of the Chief of Engineers, U. S. Army, Part 2.*

Year	New Orleans	% New Orleans of Gulf Coast	Gulf Coast**	% New Orleans of United States	United States
1936	1,933,384	13.2	14,636,087	4.1	47,316,941
1935	1,784,621	13.2	13,507,863	4.2	42,980,899
1934	1,861,103	13.9	13,330,260	4.3	43,058,418
1933	2,130,659	16.1	13,225,772	5.5	38,762,158
1932	1,766,187	14.6	12,084,178	4.7	37,514,073
1931	2,236,909	16.2	13,830,153	4.7	48,134,526
1930	3,825,679	22.9	16,724,001	6.4	60,071,900
1929	4,979,446	27.0	18,471,061	7.2	69,534,481
1928	4,724,263	26.4	17,894,470	6.6	71,529,871
1927	4,402,334	27.5	16,014,372	6.4	69,036,949
1926	4,436,735	28.6	15,527,936	5.5	80,034,795
1925	4,422,802	29.3	15,083,266	7.6	58,438,222
1924	4,225,960	30.3	13,943,302	7.0	60,174,880
1923	3,480,208	29.3	11,869,186	6.5	53,271,015
1922	3,959,938	31.4	12,618,012	7.8	50,815,232
1921	4,715,176	28.6	16,510,701	8.8	57,039,838
1920	4,994,599	33.5	14,899,607	6.8	72,868,930
1919	4,202,503	32.6	12,886,586	—	not available

\*Comparable data prior to 1919 not available.

\*\*The term "Gulf Coast states" as used by the U. S. Army Engineers includes the states of Texas, Louisiana, Mississippi, Alabama, and all of Florida, part of whose commerce is on the Atlantic Ocean, which makes the total Gulf commerce slightly larger than it would be if the geographic limits of that term could be applied.

TABLE III

## WATER-BORNE FOREIGN EXPORTS: VALUE\*

(Comparison of water-borne foreign exports in terms of value of the port of New Orleans with the Gulf Coast ports and all United States ports, coastal and Great Lake.)

Source: *Annual Reports of the Chief of Engineers, U. S. Army, Part 2.*

Year	New Orleans	% New Orleans of Gulf Coast	Gulf Coast**	% New Orleans of United States	United States
1936	160,069,761	27.4	583,490,748	6.6	2,437,468,302
1935	156,014,128	27.6	564,831,271	6.1	2,564,054,673
1934	140,527,748	25.5	550,435,776	5.4	2,616,822,091
1933	126,080,788	24.4	516,373,716	6.2	2,020,170,312
1932	118,359,892	25.0	472,670,282	6.8	1,749,772,443
1931	131,621,429	24.8	530,358,662	4.6	2,850,431,711
1930	243,328,111	29.1	836,402,134	6.2	3,925,751,719
1929	341,611,314	29.6	1,153,119,646	6.5	5,223,826,952
1928	345,857,584	27.9	1,239,919,627	6.2	5,546,016,765
1927	343,259,757	31.6	1,086,745,347	6.9	4,950,749,786
1926	369,929,555	34.2	1,082,921,823	7.7	4,792,734,642
1925	430,360,851	33.7	1,276,236,110	8.0	5,390,645,675
1924	377,677,587	33.9	1,112,746,295	6.9	5,459,565,416
1923	270,503,281	29.2	925,870,995	6.9	3,928,942,654
1922	311,344,800	34.4	906,584,586	7.9	3,940,816,976
1921	362,826,436	33.8	1,072,660,468	9.2	3,936,930,223
1920	706,638,864	43.5	1,623,027,588	11.1	6,384,380,146
1919	557,112,395	41.1	1,356,500,246	—	not available

\*Comparable data prior to 1919 not available.

\*\*See footnote, Table II.

TABLE IV

## WATER-BORNE FOREIGN IMPORTS: TONNAGE\*

(Comparison of water-borne foreign imports in terms of tonnage of the port of New Orleans with the Gulf Coast ports and all United States ports, coastal and Great Lake.)

Source: *Annual Reports of the Chief of Engineers, U. S. Army, Part 2.*

Year	New Orleans	% New Orleans of Gulf Coast	Gulf Coast**	% New Orleans of United States	United States
1936	2,693,496	56.9	4,737,265	6.3	42,929,952
1935	2,613,490	56.2	4,649,043	6.8	38,658,608
1934	1,818,279	57.0	3,190,522	5.2	34,840,093
1933	1,760,563	69.4	2,541,206	5.7	30,704,464
1932	1,930,608	62.8	3,073,966	5.9	32,915,283
1931	2,299,882	62.6	3,672,893	5.6	41,391,617
1930	3,015,527	60.9	4,948,280	5.6	54,037,757
1929	4,454,838	63.2	7,040,241	7.7	57,975,796
1928	5,308,964	71.6	7,410,453	9.6	55,238,302
1927	5,185,745	73.2	7,084,029	10.1	51,485,567
1926	5,654,859	64.7	8,742,640	11.0	51,258,418
1925	5,154,502	58.7	8,784,144	10.3	50,109,204
1924	4,654,467	47.8	9,740,533	11.3	41,386,696
1923	4,358,902	43.9	9,935,533	9.8	44,387,395
1922	3,871,805	32.6	11,871,944	7.9	49,064,493
1921	2,915,870	25.1	11,597,439	8.2	35,624,770
1920	4,322,654	43.7	9,886,508	10.8	39,903,983
1919	2,881,385	52.6	5,473,340	—	not available

\*The above figures give the commerce of ports during various calendar years, not total water-borne commerce which includes traffic on rivers, canals, and connecting channels. Comparable data prior to 1919 were not available.

\*\*See footnote, Table II.

TABLE V

## WATER-BORNE FOREIGN IMPORTS: VALUE\*

(Comparison of water-borne foreign imports in terms of value of the port of New Orleans with the Gulf Coast ports and all United States ports, coastal and Great Lake.)

Source: *Annual Reports of the Chief of Engineers, U. S. Army, Part 2.*

Year	New Orleans	% New Orleans of Gulf Coast	Gulf Coast**	% New Orleans of United States	United States
1936	108,533,202	68.2	159,166,385	2.7	4,046,321,431
1935	110,798,951	70.7	156,632,265	2.6	4,256,975,816
1934	85,759,543	69.3	123,622,403	2.9	2,954,450,621
1933	84,258,017	78.5	107,224,093	4.0	2,117,715,743
1932	65,880,874	73.4	89,712,523	3.5	1,878,981,524
1931	96,141,865	72.3	132,886,305	3.8	2,541,355,346
1930	135,894,691	72.6	188,743,895	3.8	3,587,452,037
1929	205,323,643	76.4	268,704,463	5.6	3,696,883,307
1928	209,776,018	76.4	274,453,696	5.0	4,185,391,439
1927	209,196,143	74.9	279,237,232	5.2	4,050,539,147
1926	236,703,552	73.4	322,522,912	5.7	4,149,249,550
1925	226,774,670	75.8	299,050,890	5.9	3,867,327,614
1924	206,226,091	73.1	282,040,771	6.0	3,428,001,397
1923	169,892,965	77.0	230,415,585	4.9	3,493,864,234
1922	125,336,355	66.1	189,836,844	4.2	3,012,813,811
1921	105,283,079	46.3	227,532,078	5.3	2,000,390,473
1920	274,073,005	71.3	384,429,377	7.6	3,612,536,264
1919	177,286,076	69.6	254,802,948	—	not available

\*Comparable data prior to 1919 not available.

\*\*See footnote, Table II.

TABLE VI

## COASTWISE RECEIPTS: TONNAGE\*

(Comparison of coastwise, not including lakewise, shipments in terms of tonnage of the port of New Orleans with the Gulf Coast ports and all United States coastal ports.)

Source: *Annual Reports of the Chief of Engineers, U. S. Army, Part 2.*

Year	New Orleans	% New Orleans of Gulf Coast	Gulf Coast**	% New Orleans of United States	United States
1936	3,119,224	25.4	12,272,472	2.4	132,579,405
1935	3,204,493	31.4	10,214,606	2.7	118,231,066
1934	2,896,195	30.5	9,470,136	2.5	115,440,429
1933	3,691,079	37.9	9,720,776	3.3	111,127,745
1932	2,297,952	35.8	6,585,754	2.5	93,170,334
1931	2,834,380	39.8	7,127,794	2.4	116,812,612
1930	2,446,472	32.6	7,509,493	2.0	120,245,274
1929	1,984,026	27.8	7,145,334	1.6	127,777,607
1928	1,840,551	26.7	6,890,522	1.5	120,975,304
1927	1,607,059	24.3	6,611,252	1.3	120,831,789
1926	766,883	13.6	5,618,807	0.7	107,248,843
1925	726,042	12.9	5,769,099	0.7	104,224,712
1924	1,313,353	31.6	4,150,243	1.5	88,492,919
1923	1,253,690	31.8	3,941,165	1.5	86,747,617
1922	762,886	22.8	3,354,753	1.3	59,131,587
1921	302,698	13.2	2,301,682	0.7	45,679,052
1919	405,206	13.9	2,916,231	0.9	43,288,884

\*Comparable data prior to 1919 not available.

\*\*See footnote, Table II.

TABLE VII

## COASTWISE RECEIPTS: VALUE\*

(Comparison of coastwise, not including lakewise, receipts in terms of value of the port of New Orleans with the Gulf Coast ports and all United States coastal ports.)

Source: *Annual Reports of the Chief of Engineers, U. S. Army, Part 2.*

Year	New Orleans	% New Orleans of Gulf Coast	Gulf Coast**	% New Orleans of United States	United States
1936	138,584,449	25.9	534,707,153	2.5	5,490,642,512
1935	124,214,643	29.6	418,381,563	2.6	4,853,320,270
1934	90,001,578	25.1	358,576,408	2.1	4,359,276,340
1933	84,594,965	27.2	311,115,632	2.1	4,051,267,899
1932	61,119,414	25.4	241,071,119	1.7	3,507,153,163
1931	62,680,600	22.4	280,190,631	1.4	4,431,098,543
1930	77,378,969	19.0	407,254,084	1.3	5,782,030,411
1929	92,355,939	20.4	452,549,542	1.5	6,039,486,035
1928	104,146,454	22.5	461,721,491	1.8	5,834,452,126
1927	92,727,531	20.0	463,502,982	1.6	5,909,223,223
1926	91,221,965	19.9	457,290,313	1.6	5,655,168,379
1925	72,061,195	13.2	546,697,669	1.2	6,256,853,986
1924	42,075,621	8.8	478,960,392	0.8	5,166,137,624
1923	41,586,384	12.5	332,587,626	0.8	5,055,817,527
1922	57,824,301	19.2	300,727,503	1.4	4,206,031,683
1921	27,421,770	19.5	140,971,978	1.0	2,808,500,354
1920	37,564,410	21.4	175,198,406	1.1	3,539,865,631
1934	90,001,578	25.1	358,567,408	2.1	4,359,276,340
1920	322,560	18.7	1,727,707	0.7	45,371,489
1919	55,870,696	19.6	285,031,117	1.6	3,596,974,104

\*Comparable data prior to 1919 not available.

\*\*See footnote, Table II.

TABLE VIII.

## COASTWISE SHIPMENTS: TONNAGE\*

(Comparison of coastwise, not including lakewise, shipments in terms of tonnage of the port of New Orleans with the Gulf Coast ports and all United States coastal ports.)

Source: *Annual Reports of the Chief of Engineers, U. S. Army, Part 2.*

Year	New Orleans	% New Orleans of Gulf Coast	Gulf Coast**	% New Orleans of United States	United States
1936	3,438,129	5.2	65,631,233	2.6	132,746,627
1935	2,910,786	5.6	52,363,408	2.6	112,652,554
1934	2,502,164	5.1	48,943,598	2.3	111,039,043
1933	2,549,201	5.4	47,407,947	2.3	109,563,789
1932	2,017,373	5.4	37,306,353	2.1	95,608,292
1931	2,101,217	5.8	36,291,992	1.9	111,084,774
1930	1,294,581	3.7	34,575,296	1.1	115,397,017
1929	1,726,932	4.9	34,933,938	1.4	122,220,542
1928	1,027,352	3.0	34,041,547	0.9	117,532,041
1927	1,315,175	4.1	32,454,484	1.1	121,219,431
1926	1,458,185	4.8	30,327,810	1.3	108,796,482
1925	1,932,490	6.7	28,933,788	1.8	105,955,409
1924	1,207,082	6.0	20,096,750	1.4	88,615,505
1923	1,171,457	7.0	16,834,252	1.3	90,633,156
1922	421,683	3.4	12,337,880	0.6	67,870,262
1921	268,605	2.0	10,237,685	0.6	44,810,109
1920	874,050	7.0	12,439,042	1.8	49,153,031
1919	406,587	10.2	13,805,833	2.4	58,381,143

\*Comparable data prior to 1929 not available.

\*\*See footnote, Table II.

TABLE IX  
COASTWISE SHIPMENTS: VALUE\*

(Comparison of coastwise, not including lakewise, shipments in terms of value of the port of New Orleans with the Gulf Coast ports and all United States coastal ports.)

Source: *Annual Reports of the Chief of Engineers, U. S. Army, Part 2.*

Year	New Orleans	% New Orleans of Gulf Coast	Gulf Coast**	% New Orleans of United States	United States
1936 .....	183,233,080	16.0	1,145,251,296	3.6	5,075,183,758
1935 .....	126,879,688	16.3	779,973,292	3.0	4,289,646,779
1934 .....	97,138,809	13.9	699,294,485	2.5	3,811,535,848
1933 .....	84,033,826	14.7	571,380,722	2.4	3,528,087,853
1932 .....	73,573,856	15.3	480,092,442	2.4	3,043,125,118
1931 .....	74,910,984	14.4	521,431,607	1.9	3,995,284,034
1930 .....	79,367,338	10.7	741,444,062	1.6	4,923,928,754
1929 .....	100,548,658	11.1	904,688,037	1.7	5,822,831,399
1928 .....	71,706,843	8.9	806,856,555	1.3	5,660,299,228
1927 .....	86,868,696	10.8	807,753,426	1.4	6,119,192,420
1926 .....	83,704,980	9.7	867,270,706	1.5	5,502,533,437
1925 .....	99,224,201	9.8	1,015,181,678	1.6	6,248,864,484
1924 .....	76,288,982	9.5	805,848,299	1.6	4,772,409,616
1923 .....	76,153,937	12.3	617,487,777	1.8	4,272,650,266
1922 .....	50,627,470	11.2	454,449,430	1.3	3,803,288,957
1921 .....	29,580,896	8.4	351,234,218	1.1	2,619,587,551
1920 .....	48,358,597	9.5	511,854,566	1.4	3,481,618,826
1919 .....	84,968,489	13.6	627,014,550	1.8	4,708,856,673

\*Comparable data prior to 1919 not available.

\*\*See footnote, Table II.



TABLE X

WATER-BORNE INTERNAL RECEIPTS INTO PORT OF  
NEW ORLEANS\*

(Index Number: 1923-25 = 100)

Source: *Annual Reports of the Chief of Engineers, U. S. Army, Part 2.*

Year	Tonnage (Short)	Index Number	Value	Index Number
1936 .....	1,725,810	122.2	\$125,652,470	190.9
1935 .....	1,194,274	84.6	100,204,423	152.2
1934 .....	1,486,037	105.3	72,119,458	109.5
1933 .....	1,545,621	109.5	62,216,340	94.4
1932 .....	1,679,259	118.9	81,868,670	124.3
1931 .....	1,986,715	140.7	89,927,325	136.6
1930 .....	1,380,723	97.0	89,859,544	136.4
1929 .....	1,788,600	126.7	95,222,597	144.6
1928 .....	2,463,028	174.5	130,804,709	198.6
1927 .....	2,022,260	143.2	109,971,617	167.0
1926 .....	1,256,124	89.0	89,069,886	135.3
1925 .....	1,243,528	88.1	66,817,230	101.5
1924 .....	1,563,926	110.8	79,449,229	120.6
1923 .....	1,428,064	101.2	51,300,283	77.9
1922 .....	512,047	36.3	30,567,155	46.2
1921 .....	1,756,681	124.4	64,653,392	98.2

\*Internal receipts and shipments are traffic between a port and a tributary waterway.

TABLE XI

WATER-BORNE INTERNAL SHIPMENTS\* FROM PORT OF  
NEW ORLEANS

(Index Number: 1923-25 = 100)

Source: *Annual Reports of Chief of Engineers, U. S. Army,*  
Part 2.

Year	Tonnage	Index Number	Value	Index Number
1936	1,421,694	201	\$138,497,513	244
1935	1,210,959	171	104,293,420	184
1934	1,336,955	189	80,514,686	142
1933	1,036,552	146	77,458,424	137
1932	799,615	113	68,095,556	120
1931	704,812	99	58,439,464	103
1930	760,471	107	78,597,510	139
1929	1,061,532	150	73,474,265	130
1928	884,014	125	62,350,901	110
1927	737,465	104	69,927,228	123
1926	802,152	113	74,828,150	132
1925	828,370	117	64,666,489	114
1924	644,815	91	60,525,935	107
1923	652,683	92	45,001,004	79
1922	581,154	82	47,483,808	84
1921	1,663,796	235	70,638,745	125

\*Traffic between a port and tributary waterway is called "internal."

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